the 55th

500

Awards over ONE MILLION DOLLARS

OFFICIAL PROGRAM

"THE CAPITOL OF AUTO RACING"

MAY 29, 1971

ONE DOLLAR

Marlboro
CHAMPIONSHIP TRAIL

PREMIER INDUSTRIAL CORPORATION
PRESENTS THE

1970 D-A MECHANICAL ACHIEVEMENT AWARD WINNER

GEORGE BIGNOTTI

George Bignotti, one of the all-time great mechanics was selected to win the 1970 D-A Mechanical Achievement Award at the "Indianapolis 500". During 1970 Bignotti was the Chief Mechanic for the 1970 Indy winner, Al Unser.

Bignotti joins other renowned Chief Mechanics who have won the D-A award in previous years: 1959—Jean Marcenac (deceased); 1960—Danny Oakes; 1961—A. J. Watson; 1962—Mickey Thompson; 1963—John Pouelsen (deceased); 1964—A. J. Watson; 1965—Clint Brawner; 1966—Jerry Eisert; 1967—Bill Fowler; 1968—Jud Phillips; 1969—Jim McGee.

Jack L. Martin, Manager, D-A Racing Division; George Bignotti; and Thomas W. Binford, D-A President.

PREMIER INDUSTRIAL CORPORATION...

supports racing safety with USAC and other sanctioning organizations. Our primary interest is in providing greater safety through research, technical development and participation in high performance activities. D-A Lubricant Company, Inc., and other companies in the *Premier Family*, also pursue an active role in this corporate effort. For a free booklet on the *Premier Companies*, their products, and their role in racing and high performance safety, write to the address below.

Premier, founded in 1940, operates 47 plants, distribution centers and sales offices. Below are listed the companies that make up Premier Industrial Corporation:

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PREMIER D-A

PREMIER INDUSTRIAL CORPORATION
4415 Euclid Ave.
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"COCA-COLA" AND "COKE" ARE REGISTERED TRADE-MARKS OF THE COCA-COLA COMPANY.

It's the real thing. Coke.

Trade-mark ®

Wouldn't an ice cold Coke taste good right now?

For the 26th consecutive year, it is my personal pleasure and privilege to extend a warm Hoosier welcome to all of you with the hope this 55th annual 500-Mile Race will be an event you'll enjoy and remember . . .

Tony Hulman

ORDER OF THE DAY

4:00 A.M. C.S.T. (5:00 A. M. E.S.T.)
Military Bomb—Gates Open

7:30 A. M.
Race Cars on the Apron in Front of Respective Pits

8:30 to 8:59 A. M.
SPECTACLE OF BANDS
Featuring the Purdue University Band and Bands representing the 50 States of the United States.

9:00 A. M.
"On the Banks of the Wabash," Purdue Band
Al G. Wright, Directing
As cars are placed in starting position

9:02-9:29 A. M.
Presentation of participants in the Conference on Cities and cavalcade of celebrities

9:30 A. M.
Track Inspection

9:40 A. M.
"Star-Spangled Banner," Purdue Band

9:45 A. M.
"Taps"—Combined U. S. Armed Forces Color Guard

9:50 A. M.
"Back Home Again in Indiana"
Balloon Spectacle

9:53 A. M.
"Gentlemen, Start Your Engines"

9:54 A. M.
THE PACE LAP

The Dodge Challenger pace car, which will be given to the winner of the race, will lead the 33 fastest qualifiers on a parade lap. The speed then will be increased for the official pace lap culminating in a flying start at approximately 90 miles an hour.

10:00 A. M. C.S.T. (11:00 A. M. E.S.T.)
START OF RACE

At the end of the race the presentations will be made to the winner and he will be driven around the track in the pace car for the acclamation of all present.

1971 - $1,001,604.22

PRIZE MONEY

Last year's purse of $1,000,002.22 was distributed as follows:

First Prize, $271,697 **Second Prize, $86,427** **Third Prize $58,977** **Fourth Prize, $36,002**
Fifth Prize, $32,577 **Sixth Prize, $28,202** **Seventh Prize, $26,977**
Eighth Prize, $25,302 **Ninth Prize, $22,352** **Tenth Prize, $24,902**

Twenty-three additional prizes, $386,587.22

Prize money this year will be paid at the traditional Victory Dinner, May 30, in the Egyptian Room of the Murat Temple. Tickets for the general public, priced at $12.50, are available at the Speedway.

The following individuals and companies offer cash or merchandise awards and/or trophies:

Ashland Oil & Refining Co.
Autolite Division, Ford Motor Co.
Bardach Bros.
Jack Beemer
Botany 500 Men's Wear
Bell Toptex, Inc.
Black & Decker Mfg. Co.
Borg-Warner Corporation
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Fram Corp.
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Goodyear Tire & Rubber Company
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Hurst Performance, Inc.
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Irontite Products Co.
Indiana Oxygen Co.
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Ideal Corporation
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Louis Meyer, Inc.
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Perfect Circle Div., Dana Corp.
H. K. Porter Co.
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Premier Industrial Corp.
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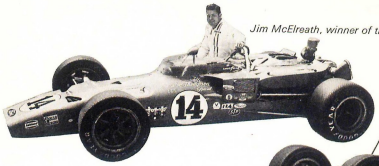
THE FLAG SIGNALS

Green Flag or Light—Starting signal and indicates clear course
Black Flag—Stop for consultation
Red Flag—Stop; race is halted
Yellow Flag or Light—Drive with caution and maintain position
Vivid Blue, Orange Diagonal Stripe—Car attempting to pass you
White—You are starting last lap
Checkered Flag—You are finished



Jim McElreath, winner of the '70 "California 500"

Al Unser, winner of the '70 "Indy 500" and '71

men who really dig high performance car handling say,

"BEAR... WHAT A WAY TO GO!"

at the opening of Ontario Motor Speedway in 1970

Bear is official wheel alinement and wheel balancing service at America's oldest and newest speedways

at the Indianapolis Speedway since 1933

At racing speeds of 160 to 200 miles an hour, precision wheel alinement and wheel balancing is critical. At these speeds, misalined or unbalanced wheels would quickly tear the tread off of the tire. What's more, riding and steering control would be hazardous.

At normal highway speeds, misalinement and unbalance makes your car hard to handle and uncomfortable to drive. Tire wear can be increased up to 50% and more, increasing the danger of blow-outs or loss of control. Why not take a tip from the world's leading drivers and look for the Happy Bear Sign for this vital Safety Service.

"What A Way to Go" is also the title of a new documentary movie produced by Bear. It is available for group showings free of charge. Write for information on how to obtain the film.

BEAR
SAFETY SERVICE

Look for this sign for the Race-Proven Service at car dealers, independent garages and service stations.

R-1119

BEAR MANUFACTURING CORP., ROCK ISLAND, ILL. 61201, SUBSIDIARY OF **APPLIED POWER** INDUSTRIES, INC.

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AA/Fuel dragster

FIA LAND SPEED RECORD—
622.407 mph
Gary Gabelich—rocket-powered "Blue Flame"

AMA GRAND NATIONAL CHAMPION
Gene Romero—Triumph

9 ways to skin a cat

You're looking at men with a lot of different ideas on how to get to the top.

Roger McCluskey takes his victories with Plymouth, while Tiny Lund wins with Chevrolet. Mike Eyerly earns his trophies with Ford power. And Gary Gabelich rides a 622 mph rocket. With a rabbit's foot in the cockpit.

But on one thing all of these men agree. They use Champions to spark their fuel.

And they were all crowned champion in 1970—every one.

DEPENDABLE
CHAMPION
SPARK PLUGS

Toledo, Ohio 43601

20 million people have switched to Champion Spark Plugs. The brand champions use.

The Winner

Al Unser, sitting atop the rear seat of the pace car alongside his attractive wife (Wanda), holds a "press conference" in front of the Control Tower on the main straightaway.

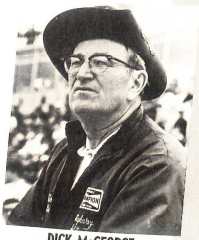
In answer to questions submitted by sports writers in the press box, he uses the facilities of the Speedway's public address system to tell the huge crowd how it feels to win the "500."

Al led the field on all but ten of the 200 laps around the two-and-a-half-mile track and averaged 155.749 miles an hour to join his brother Bobby on the list of "Indy" winners.

Parnelli Jones and Vel Miletich, co-owners of Al's victorious Johnny Lightning 500 Special, shared the spotlight with Chief Mechanic George Bignotti and other members of the crew.

Come to where the flavor is.
Come to Marlboro Country.
Marlboro Red or Longhorn 100's—you get a lot to like.
FILTER CIGARETTES
Marlboro
100's
Kings: 20 mg "tar," 1.3 mg. nicotine—100's: 22 mg "tar," 1.5 mg. nicotine av. per cigarette, FTC Report Nov.'78

LEONARD MARSHALL
Dec. 18, 1900—Sept. 11, 1970

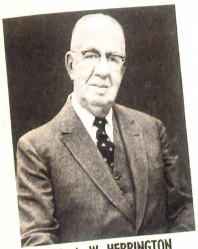


DICK McGEORGE
Nov. 24, 1909—July 17, 1970

KELLY PETILLO
Dec. 5, 1903—June 30, 1970

JOCHEN RINDT
April 18, 1942—Sept. 5, 1970

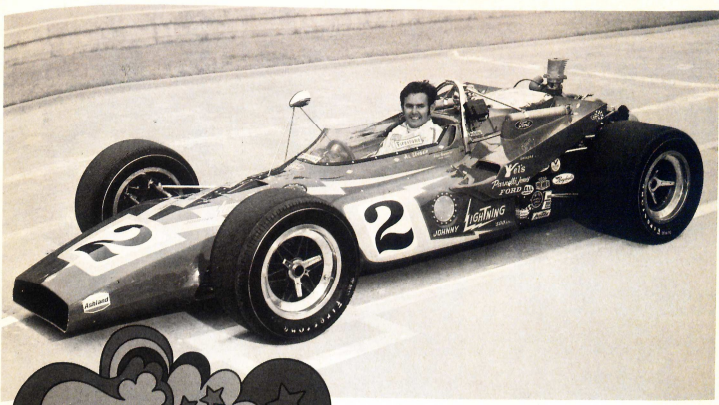
BRUCE McLAREN
August 30, 1937—June 2, 1970



COL. A. W. HERRINGTON
March 30, 1891—Sept. 6, 1970

PAUL JOHNSON
Feb. 2, 1895—March 22, 1971

BOB WILKE
Dec. 31, 1908—Nov. 25, 1970



Al Unser, winner of 1970 Indy "500" at 155.749 mph. The third time a "pole position" qualifier got the checkered flag—he headed the field for 190 laps. Al was only off the lead during mandatory pit stops. Did he need brakes? You bet. And he got them with Raybestos.

Raybestos® is Disc Brake Boss at Indy!

FOR 14 STRAIGHT YEARS

When it comes to critical braking, "500" winners come to Raybestos. Every year since 1957, first-place Indy cars have been equipped with Raybestos disc brake pads. And when champs like Al Unser leave the speedway for the highway, their personal cars have Raybestos speedway tested linings!

The reason's simple. All Raybestos PG brake linings contain R-500, the Raybestos chemical that helps deliver nonfade stops, virtually eliminates drum or rotor scoring and erratic braking action. Whether you run in competition or drive the family car, insist on Raybestos brake linings. They're made for 40,000 miles or more of safe stops.

Raybestos®
BRIDGEPORT, CONN. 06603
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Racing Jackets

SUMMER JACKET $6.95

Sleek, all nylon, water-repellent. Ideal for spectator sports and casual wear. In royal blue with white racing stripes, Raybestos patch on front. An $11.95 value. For an additional large patch on back add $1.25.

COLD WEATHER JACKET $11.95

Warm, tough-wearing, water-repellent. All nylon, including zipper. Styled to keep out the coldest winter wind. Solid blue. Raybestos patch on front. An $18.95 value. For an additional large patch on back add $1.25.

Order from Department I., Great Lakes Sportswear Mfg. Co., 13141 Harper Avenue, Detroit, Michigan. 48213. Specify small, medium, large, or extra large.

Get Indy "500" winners' photos

Get three 8x10 official photos of the first three 1970 "500" finishers for $1—Al Unser, Mark Donohue and Dan Gurney. Sets of the 1969 winners also available at $1. Send name, address, and year of set desired ($2 for both) to Raybestos.

FIRST

SECOND

THE FIRST 10

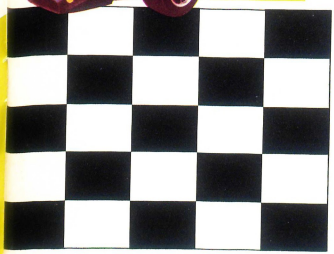
EIGHTH

NINTH

TENTH

THIRD

FOURTH



FIFTH

SEVENTH

SIXTH

1st	Al Unser Johnny Lightning 500 Special	Car No. 2	6th	Mario Andretti STP Oil Treatment Special	Car No. 1
2nd	Mark Donohue Sunoco Special	Car No. 66	7th	Jerry Grant Nelson Iron Works Special	Car No. 89
3rd	Dan Gurney Olsonite Eagle	Car No. 48	8th	Rick Muther The Tony Express	Car No. 38
4th	Donnie Allison Greer-Foyt Special	Car No. 83	9th	Carl Williams McLaren	Car No. 75
5th	Jim McElreath Greer-Foyt Special	Car No. 14	10th	A. J. Foyt Sheraton-Thompson Special	Car No. 7

Indy 500, "Richest of 'em All," Has a Magic All of Its Own

From the Daytona (Florida)
News Journal of Feb. 13, 1971

By BERNARD KAHN

The Indianapolis 500 is the richest of 'em all and draws more people and pays more prize money than any other two races in the U.S. combined.

Even such sizeable and successful auto racing operations as Daytona International Speedway and Darlington International Raceway in South Carolina are dwarfed by the vast Indianapolis Motor Speedway plant.

It was called the "Brickyard" in 1911 when Indy ran its first 500. Then, in 1945, a soft spoken, wealthy Indiana industrialist bought the sprawling IMS complex to save it from becoming a housing development. He was Tony Hulman and in 1946 the Indianapolis 500 was resumed. Hulman has only this one classic race on the low banked 2.5 mile track annually and he has plowed the handsome profits back into dazzling capital improvements.

It is estimated to acquire the land and reproduce the present Indianapolis Motor Speedway facility today would cost in excess of $42 million. The costly seating, the covered grandstands, the four lane tunnels, the huge and numerous buildings and towers, the installations in the garage area—even a golf course in the infield—have been developed by Hulman and no other speedway approaches IMS.

There are 227,000 seats at the huge Indianapolis plant and last Memorial Day when Hulman intoned, "Gentlemen, start your engines," Indianapolis newspapers estimated the crowd at 300,000.

Hulman is in Daytona Beach for the 500 and celebrated his 70th birthday here Thursday. Hulman a dignified, quiet executive, paid a record purse of $1 million to the drivers of his Indy 500 last Memorial Day. Winner Al Unser collected $271,698—more first place money than the combined Daytona 500, Darlington 500, Charlotte 500 and Ontario 500 will receive.

Hulman operates only one race a year—his Memorial Day 500. That's enough. He has made it into a national sports institution along with the Kentucky Derby, the Super Bowl and the World Series.

From the Nashville (Tennessee)
Banner of June 1, 1970

By BILL ROBERTS

What is this magic about the Indianapolis 500 auto race that prompts a man to say, "Just once before I die I'd like to be there," or words to that effect?

Because that is what you always hear when you remark to someone who has never seen it that you are going to the race.

How to explain the magnetism of a Memorial Day at Indy? It's not just the race itself—there are other days and other races—it's the race plus. And that plus is the people. Acres and acres of people, all shapes, all sizes, all ages. In cars, in trucks, in campers, in tents, in limousines, on motorcycles, on bicycles, on foot.

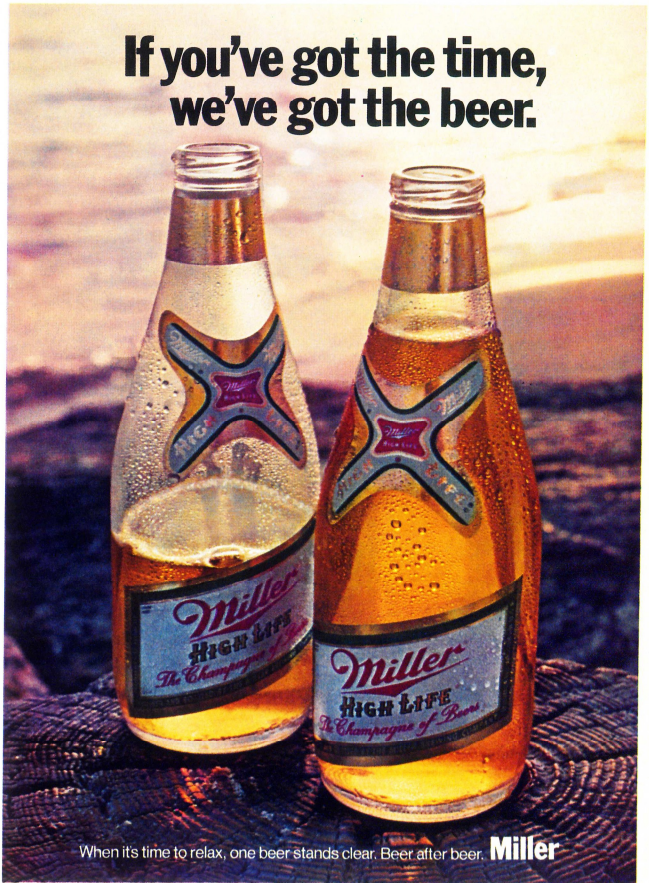
Indianapolis on race day: It's hot sun, cold beer and cool champagne . . . caviar and hot dogs . . . souvenirs and salami sandwiches . . . fat mamas and sleek blondes . . . yelling youngsters and sleeping drunks . . . pizza and popcorn . . . harried housewives and harrassed cops . . . music and miniskirts.

It's a cross-section of America—the whole human condition in the same place at the same time. Fascinating.

And then there's the race itself. The start is always one of the most exciting moments in sports. When those 33 racing monsters, their powerful engines screeching at their highest pitch, come roaring down the straightaway under the green flag your heart pounds, your blood races and you feel like there's a hole in the pit of your stomach.

After that the long grind settles in and you start rooting for your favorite driver—or drivers.

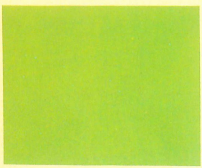
And to sum it all up, I like Joe Falls' (Detroit Free Press) quote: "If you ain't ever been to Indy and seen the 500 for yourself, you ain't ever been nowheres and you ain't seen nothin'."


If you've got the time,
we've got the beer.
Miller
HIGH LIFE
The Champagne of Beer
Miller
HIGH LIFE
The Champagne of Beer
When it's time to relax, one beer stands clear. Beer after beer. Miller

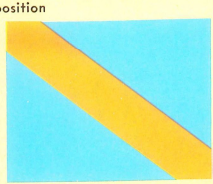
© 1971 The Miller Brewing Co., Milwaukee, Wis.

THE FLAG SIGNALS

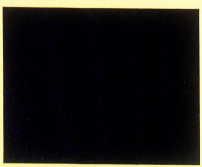
Yellow Flag
Drive with caution and maintain position



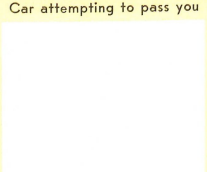
Green Flag or Light
Starting signal and indicates clear course



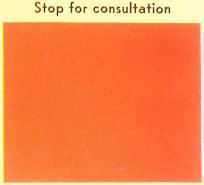
Vivid Blue, Orange Diagonal Stripe
Car attempting to pass you



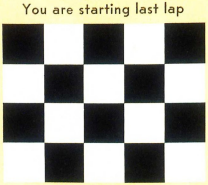
Black Flag
Stop for consultation



White
You are starting last lap



Red Flag
Stop; race is halted



Checkered Flag
You are finished

FOLLOW THE...
G. C. MURPHY SPECIAL

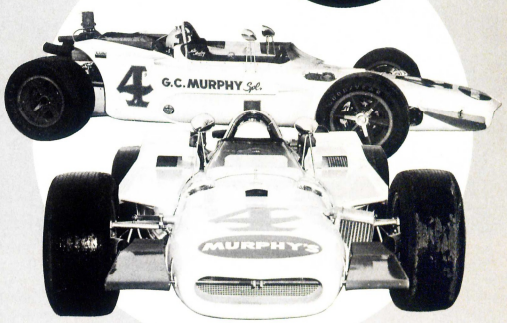
IN THE INDIANAPOLIS "500" AND ON THE USAC MARLBORO CHAMPIONSHIP TRAIL!

G.C. MURPHY CO.

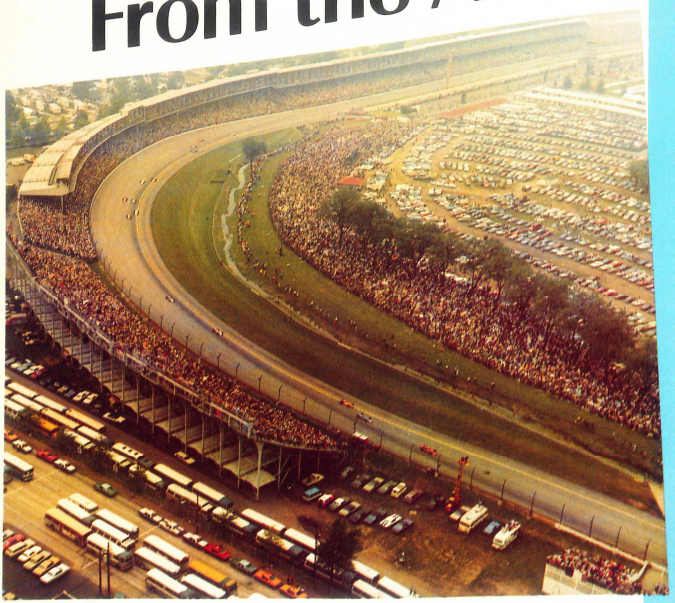
operates 520 friendly stores in 23 states and the District of Columbia

First quality merchandise to satisfy your family's needs. . . complete assortments of nationally advertised brand name products. . . satisfaction guaranteed in each of our stores. Convenient one-stop shopping, that's Murphy's!

Murphy's



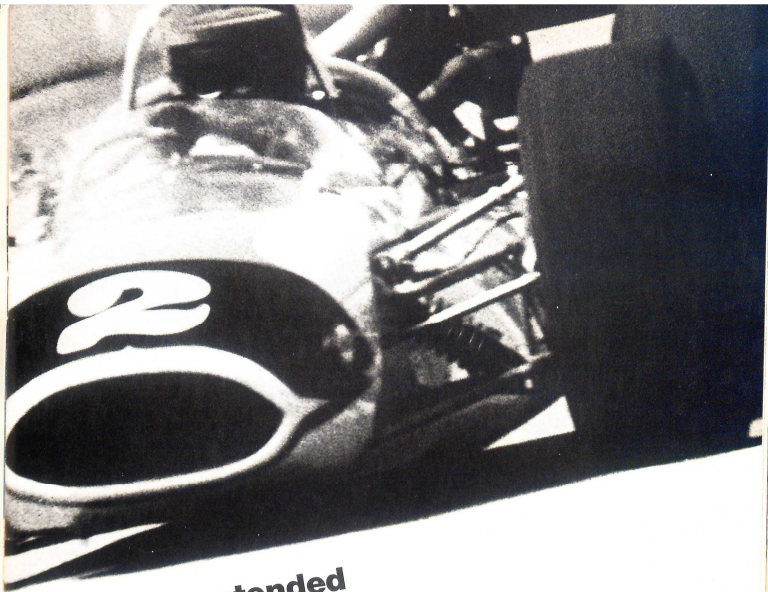
From the Air



This rare Race Day photo from high in the sky above West 16th Street near the Speedway's main entrance emphasizes the magnitude of the 500-mile race to an exceptional degree.

In addition to the race cars negotiating the southwest (No. 1) turn at speeds approaching 160 miles an hour, it shows: the Southwest Vista seats, grandstands A, B, E and the Paddock, the Control Tower (in the upper right hand corner), the Tower Terrace seats and the garage area.

Portions of grandstands C and D (top right and bottom right, respectively) also are shown as well as thousands of infield spectators, photographers working behind the creek and guard rail, some of the 25,000 cars parked in the infield and busses waiting to take many of the fans home at the end of the day.



We've extended our record:

18 Indy wins in a row for Monroe® Shock Absorbers. Al Unser took last year's '500' on Monroe racing-type shocks.

MONROE®

Monroe Auto Equipment Company, Monroe, Michigan 48161

The Indianapolis '500' race was sanctioned, supervised and the results certified by USAC.

ENTRIES IN FIFTY-FIFTH ANNUAL INTERNATIONAL SWEEPSTAKES

MAY 29, 1971

Distance—500 Miles

ligibility: supercharged four-cycle overhead camshaft engines will be limited to a maximum piston displacement of 161.703 cubic ches (2,650 cc); non-supercharged four-cycle overhead camshaft engines will be limited to a maximum piston displacement of 256.284 ubic inches (4,200 cc); American stock production block design, single non-overhead camshaft, removable head, supercharged engines will be mited to a maximum piston displacement of 203.4 cubic inches (3,333 cc); American stock production block design, single non-overhead amshaft, removable head, non-supercharged engines will be limited to a maximum piston displacement of 320.355 cubic inches (5,250 cc); pecial rocker arm, single non-overhead camshaft, removable head, non-supercharged engines will be limited to a maximum piston displacement f 305.1 cubic inches (5,000 cc); two-cycle engines, other than diesel engines, supercharged or not, will be limited to a maximum displace- ent of 170.856 cubic inches (2,800 cc); diesel engines, supercharged, two or four cycle, will be limited to a maximum displacement of 03.4 cubic inches (3,333 cc); diesel engines, non-supercharged, two or four cycle, will be limited to a maximum displacement of 305.1 cubic nches (5,000 cc); gas turbine engines will be limited to a maximum total inlet annulus area of 11.999 square inches measured at the ntrance to the first moving stage of the compressor section; and all cars powered by gas turbine engines must have facilities as stipulated by /SAC to prevent escapement of debris resulting from turbine wheel failure; rotating combustion engines, not supercharged, will be limited to maximum of 256.284 cubic inches (4,200 cc), based on maximum volume minus minimum volume of one working chamber.

CAR No.	DRIVER	CAR NAME	ENTRANT	No. CYL.	BORE	STROKE	PISTON DISP.
1	Al Unser	Johnny Lightning Special	Vel's Parnelli Jones Ford	8	3.760	1.800	158
2	Bobby Unser	Dan Gurney Eagle	Dan Gurney	4	4.281	2.750	158
4	Mike Mosley	G. C. Murphy Special	Leader Cards, Inc.	8	3.650	1.902	159
5	Mario Andretti	STP Oil Treatment Special	STP Corporation	8	3.650	1.902	159
6	Roger McCluskey	Sprite Special	Lindsey Hopkins	8	3.650	1.902	159
7	Gordon Johncock		Vollstedt Enterprises, Inc.	8	3.650	1.902	159
8	Art Pollard	Gilmore Racing Team	Gilmore Champion. Rac., Inc.	8	3.650	1.902	159
9	A. J. Foyt, Jr.	I.T.T. Thompson Special	Thompson Ind., Det. Rac. Corp.	8	3.650	1.902	159
10	Dick Simon	Travelodge Special	Dick Simon, Ltd.	8	3.650	1.902	159
11	Bobby Unser	Dan Gurney Eagle	Dan Gurney	4	4.281	2.750	158
12	Lloyd Ruby	Gene White Firestone	Gene White Racing, Inc.	8	3.650	1.902	159
14		I.T.T. Thompson Special	Thompson Ind., Det. Rac. Corp.	8	3.650	1.902	159
15	Joe Leonard	Samsonite Special	Vel's Parnelli Jones Ford	8	3.760	1.800	158
16	Gary Bettenhausen	Thermo King Special	Don Gerhardt	4	4.030	3.125	159
17			Vollstedt Enterprises, Inc.	8	3.760	1.800	159
18	Johnny Rutherford		Michner Petroleum, Inc.	4	4.030	3.125	159
19		M.V.S. Special	M.V.S., Inc.	8	3.650	1.902	159
20	Steve Krisiloff	STP Gasoline Treatment Special	STP Corporation	8	3.650	1.902	159
21	Cale Yarborough	Gene White Firestone	Gene White Racing, Inc.	8	3.650	1.902	159

All Turbo Charged except a—Stock Block b—Turbine Powered

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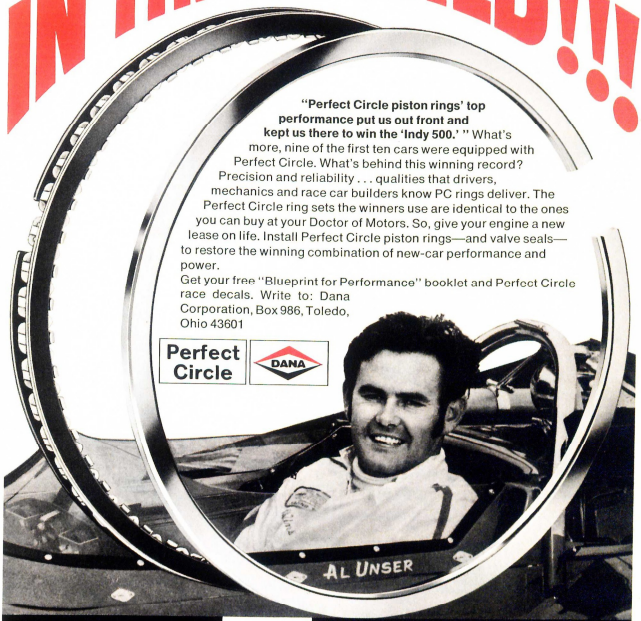
WINNINGEST RINGS IN THE WORLD!!!



"Perfect Circle piston rings' top performance put us out front and kept us there to win the 'Indy 500.'" What's more, nine of the first ten cars were equipped with Perfect Circle. What's behind this winning record? Precision and reliability . . . qualities that drivers, mechanics and race car builders know PC rings deliver. The Perfect Circle ring sets the winners use are identical to the ones you can buy at your Doctor of Motors. So, give your engine a new lease on life. Install Perfect Circle piston rings—and valve seals—to restore the winning combination of new-car performance and power.

Get your free "Blueprint for Performance" booklet and Perfect Circle race decals. Write to: Dana Corporation, Box 986, Toledo, Ohio 43601

Perfect Circle | DANA

LOOK FOR THE CERTIFIED DOCTOR OF MOTORS SIGN NEXT TIME YOU NEED SERVICE.

HOME OF The DOCTOR OF MOTORS

CERTIFIED

The mechanic displaying this sign is a specialist in car maintenance and repair. He has the equipment and know-how to make your car run like new again. This sign means you can be sure of superior service.

ENTRIES IN FIFTY-FIFTH ANNUAL INTERNATIONAL SWEEPSTAKES

MAY 29, 1971

Distance—500 Miles

Eligibility: supercharged four-cycle overhead camshaft engines will be limited to a maximum piston displacement of 161.703 cubic inches (2,650 cc); non-supercharged four-cycle overhead camshaft engines will be limited to a maximum piston displacement of 256.284 cubic inches (4,200 cc); American stock production block design, single non-overhead camshaft, removable head, supercharged engines will be limited to a maximum piston displacement of 203.4 cubic inches (3,333 cc); American stock production block design, single non-overhead camshaft, removable head, non-supercharged engines will be limited to a maximum piston displacement of 320.555 cubic inches (5,250 cc); special rocker arm, single non-overhead camshaft, removable head, non-supercharged engines will be limited to a maximum piston displacement of 305.1 cubic inches (5,000 cc); two-cycle engines, other than diesel engines, supercharged or not, will be limited to a maximum displacement of 170.856 cubic inches (2,800 cc); diesel engines, supercharged, two or four cycle, will be limited to a maximum displacement of 203.4 cubic inches (3,333 cc); diesel engines, non-supercharged, two or four cycle, will be limited to a maximum displacement of 305.1 cubic inches (5,000 cc); gas turbine engines will be limited to a maximum total inlet annulus area of 11.999 square inches measured at the entrance to the first moving stage of the compressor section; and all cars powered by gas turbine engines must have facilities as stipulated by USAC to prevent escapement of debris resulting from turbine wheel failure: rotating combustion engines, not supercharged, will be limited to a maximum of 256.284 cubic inches (4,200 cc), based on maximum volume minus minimum volume of one working chamber.

Car No.	Driver	Car Name	Entrant	No. Cyl.	Bore	Stroke	Piston Disp.
22	Wally Dallenbach	Sprite Special	Lindsey Hopkins	4	4.030	3.125	159
23	Mel Kenyon	Sprite Special	Lindsey Hopkins	8	3.650	1.902	159
24		Johnny Lightning Special	Vel's Parnelli Jones Ford	8	3.760	1.800	158
25		Gene White Firestone	Gene White Racing, Inc.	8	3.650	1.902	159
26	Al Loquasto	Indy on a Shoestring	Indy on a Shoestring, Inc.	4	4.030	3.125	159
28	Bill Simpson	Wynn's Kwik Kool Special	Simpson Safety Equipment Co.	4	4.030	3.125	159
29	Jim Malloy	M.V.S. Special	M.V.S., Inc.	8	3.650	1.902	159
30		Saint Louis Special	Dudley Higginson, Inc.	4	4.040	3.125	159
31	Sammy Sessions		Federal Automotive Associates	4	4.030	3.125	159
32	Bill Vukovich	Sugaripe Prune Special	Jerry O'Connell	4	4.281	2.750	158
33	George Snider		Walmotor, Inc.	8	3.650	1.902	159
34			Michner Petroleum, Inc.	4	4.030	3.125	159
35			Federal Automotive Associates	4	4.030	3.125	159
36			Michner Petroleum, Inc.	4	4.030	3.125	159
38	Rick Muther		Two Jacks, Inc.	4	4.030	3.125	159
40		STP Keep Kool Rad. Treat. Spl.	STP Corporation	8	3.650	1.902	159
41			Grant King Racers, Inc.	4	4.281	2.750	158
42	Swede Savage	Olsonite Eagle	Dan Gurney	4	4.281	2.750	158
43	Denny Zimmerman	Fiore Racing Ent. Special	Frank J. Fiore	4	4.030	3.125	159

All Turbo Charged except a—Stock Block b—Turbine Powered

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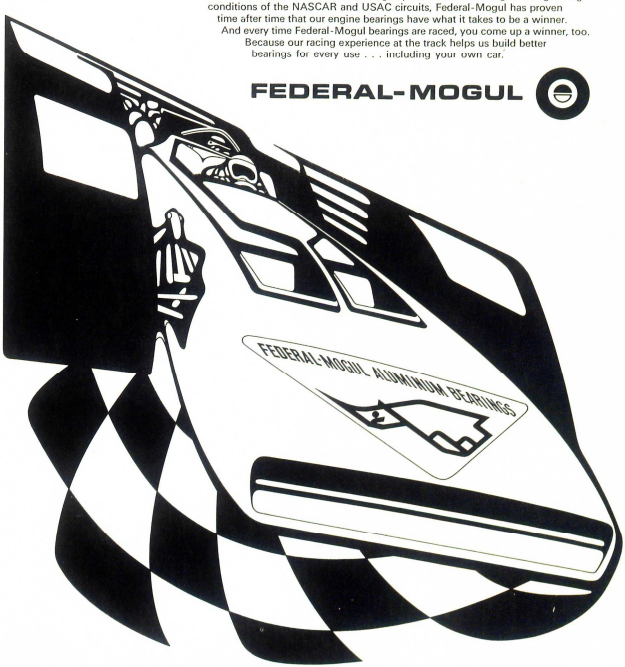
THE CHAMPION'S CHOICE FOR EVERY KIND OF RACING... FEDERAL-MOGUL ALUMINUM ENGINE BEARINGS

A. J. Foyt . . . Don Prudhomme . . . Richard Petty and a host of other famous drivers have won major races on Federal-Mogul aluminum engine bearings. From the rapid acceleration and high speed of NHRA racing, to the grueling conditions of the NASCAR and USAC circuits, Federal-Mogul has proven time after time that our engine bearings have what it takes to be a winner. And every time Federal-Mogul bearings are raced, you come up a winner, too. Because our racing experience at the track helps us build better bearings for every use . . . including your own car.

FEDERAL-MOGUL



ENTRIES IN FIFTY-FIFTH ANNUAL INTERNATIONAL SWEEPSTAKES

MAY 29, 1971

Distance—500 Miles

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Car No.	Driver	Car Name	Entrant	No. Cyl.	Bore	Stroke	Piston Disp.
44	Dick Simon		Dick Simon, Ltd.	8	3.650	1.902	159
45	Larry Dickson		Grant King Racers, Inc.	4	4.281	2.750	159
46		Thermo King Special	Don Gerhardt	4	4.030	3.125	159
47	Larry Cannon	Need a Sponsor Special	Richard M. Blacker	8	4.030	3.125	318a
48	Swede Savage	Olsonite Eagle	Dan Gurney	4	4.281	2.750	158
50	Dave Strickland	Navarro Engineering Special	B. J. Navarro	6	3.765	3.000	200
51	Dee Jones	Minnesota Serendipity Special	Patrick L. O'Reilly-John Gavan	8	3.650	1.902	159
53		Sprite Special	Lindsey Hopkins				
54			Two Jacks, Inc.		Annulus Inlet Area 11.9 sq. in. b		
55			Walmotor, Inc.	8	3.650	1.902	159
56	Jim Hurtubise	Miller High Life Special	Jim Hurtubise	4	4.030	3.125	159
57		Gilmore Racing Team	Gilmore Champion. Racing, Inc.	8	3.650	1.902	159
58	Bud Tingelstad	Sugaripe Prune Special	Jerry O'Connell	4	4.030	3.125	159
60		STP Oil Treatment Special	STP Corporation	8	3.650	1.902	159
62			U. S. Racing, Inc.	4	4.281	2.750	159
64		Gilmore Racing Team	Gilmore Champion. Racing, Inc.	8	3.650	1.902	159
65	Arnie Knepper	Travelon Trailer Special	Ernest L. Ruiz	4	4.030	3.125	159
66	Mark Donohue	Sunoco Special McLaren	U. S. Racing, Inc.	4	4.281	2.750	159
67		Jim Robbins Company Special	Jim Robbins Company	8	3.650	1.902	159

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New way to add more power to your wheels

"pour it in...pour it on!"

says Duane Ong, driver of the Torque Pawnbroker, radical, new rear engined AA fuel dragster.

Torque is a startling breakthrough in engine lubrication. Added to motor oil, Torque reduces engine friction by 11%—reduces wear by 12.8%—increases film strength by 16%. Result: more power to your wheels! Torque delivers winning power for racers, better performance in any engine.
Torque is in a class by itself. It contains a new and exclusive anti-friction discovery that energizes all oils for extreme service—drastically reduces friction—releases more power to the wheels. There is no other additive like it! (And we should know because we make the famous family of Casite additives, too.) So, take a tip from Duane—ask for Torque at service stations, auto stores and speed shops.

A new product from Casite, a division of

HASTINGS MANUFACTURING COMPANY, HASTINGS, MICHIGAN 49058

Engine Specialists for 48 Years

makers of RACING RINGS · HEAVY DUTY FILTERS

CASITE ENGINE PROTECTORS

TUNE-UP cleans, tunes engines
MOTOR HONEY stops oil burning
3-C quiets noisy lifters
SMOOTH-SEAL stops leaky transmissions
STOP-RUST stops radiator rust, acids
LEAK-STOP stops cooling system leaks

ENTRIES IN FIFTY-FIFTH ANNUAL INTERNATIONAL SWEEPSTAKES

MAY 29, 1971

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Car No.	Driver	Car Name	Entrant	No. Cyl.	Bore	Stroke	Piston Disp.
68	David Hobbs	Penske High Perform. Prod. Spl...	U. S. Racing, Inc.	8	3.760	1.800	160
69	John Martin		John A. Martin				
70			Racing Associates	4	4.030	3.125	159
71	Bruce Jacobi		L. W. Gifford	8	4.000	3.000	302a
77	"Salt" Walther		Walmotor, Inc.	8	3.650	1.902	159
78	Jerry Grant		Jerry Grant Racing Enterprises..	4	4.030	3.125	159
80		G. C. Murphy Special	Leader Cards, Inc.	4	4.030	3.125	159
83	Donnie Allison	Purolator Special	A. J. Foyt, Jr.-James H. Greer..	8	3.650	1.902	159
84	Jimmy McElreath	Foyt and Greer Special	A. J. Foyt, Jr.-James H. Greer..	8	3.650	1.902	159
85	Denis Hulme	McLaren	McLaren Cars, Ltd.	4	4.030	3.125	159
86	Peter Revson	McLaren	McLaren Cars, Ltd.	4	4.030	3.125	159
87		McLaren	McLaren Cars, Ltd.	4	4.030	3.125	159
92	Jerry Grant	Norris Industries Eagle	Shelby-Dowd Performance, Inc.	8	3.760	1.800	159
93			Vatis Enterprises, Inc.	4	4.030	3.125	159
94	Bentley Warren	Classic Wax Special	Vatis Enterprises, Inc.	4	4.030	3.125	159
95		Classic Wax Special	Vatis Enterprises, Inc.	4	4.030	3.125	159
96			Jerry Eisert	8	4.000	2.000	202
97			Agajanian Faas Racers, Inc.	4	4.030	3.125	159
98	Bruce Walkup		Agajanian Faas Racers, Inc.				
99	Bob Harkey	Joe Hunt Magneto Special	Joe Hunt	4	4.030	3.125	159

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It reigns in Indianapolis.

When thunder rolls out across the old brickyard, you can bet STP® is in the thick of things.

STP Oil Treatment.™ To protect engines better than ordinary motor oil alone. Millions and millions of car owners use The Racer's Edge.®

STP Double Power™ Gas Treatment. Power to clean with power to burn.

And STP Keep Kool™ Radiator Treatment. To take the heat off engines.

Take it from Mario Andretti, A. J. Foyt and 2 out of 3 drivers here at Indy. Use all three STP products in your car.

And run racer sharp.

The racer's edge.

Officials

1—Pat Vidan, chief starter, "warms up" for his duties by waving the checkered flag for the benefit of photographers.

2—Don Cummins, referee, dates his "500" association from the days of the Cummins Diesel cars.

3—Harlan Fengler, chief steward for the 14th straight year, is observing the 50th anniversary of the start of his racing career.

4—Richard E. Sauer (left), director of timing and scoring, and Chief Timer Ray House.

5—Tom Hanna, M.D., heads the Indianapolis Motor Speedway's medical staff.

6—Frank Del Roy, chairman of the "500" technical committee.

7—Norm Houser (left), chief observer, and Walter Meyers, steward.

8 REASONS for choosing the HUSTLER

. . . New DISC BRAKE LATHE from AMMCO

If you're in the brake service business, here are 8 reasons for buying the *Hustler*. The *Hustler* puts it all together—PRECISION and CAPACITY PLUS SPEED and EASY OPERATION—in a basic design that won't be obsoleted by new developments in rotor design . . . that lets you recondition today's passenger car and medium truck rotors to meet or exceed factory specs for surface finish, parallelism and runout. Check these *Hustler* features; then fill in and mail the coupon. We'll do the rest.

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4. Exclusive Self-Aligning Spacer and Double Taper Cone ensure fast, dead accurate rotor mounting.

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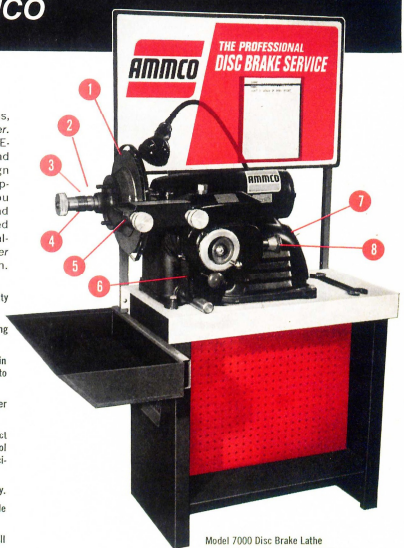

Model 7000 Disc Brake Lathe mounted on optional No. 7975 Base with No. 8407 Chip Catcher.

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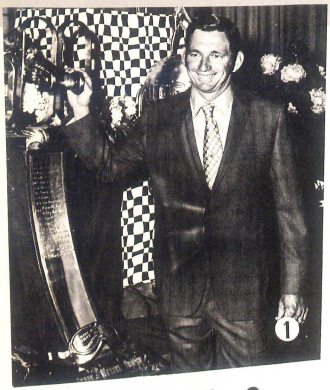


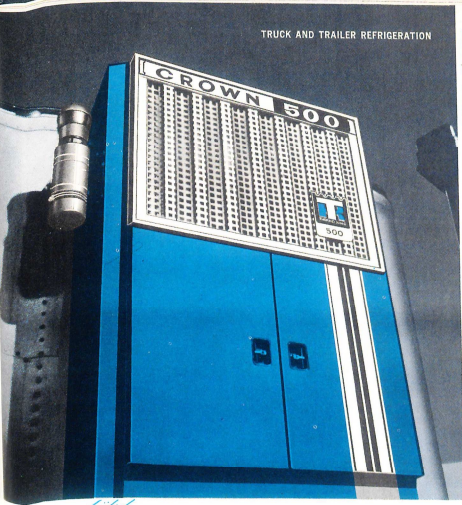
Rookies

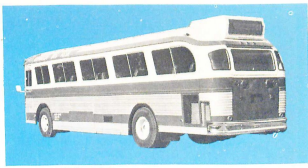
1—Donnie Allison of Hueytown, Ala., is the happy winner of the Stark-Wetzel "Rookie of the Year" trophy after qualifying for a starting position at an average speed of 165.662 miles an hour and driving his Greer-Foyt Special to fourth place in the 1970 event. He earned $36,000 in prize money.

2—Rick Muther of Laguna Beach, Cal., who finished in eighth place, receives final instructions from Chief Steward Harlan Fengler before qualifying for his first "500" starting berth.

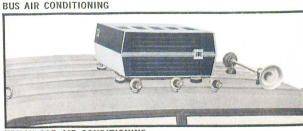
3—Dick Simon of Salt Lake City, Utah, lost 28 minutes on one pit stop because of turbocharger trouble but finished 14th.

4—Greg Weld of Kansas City, Mo., fastest rookie qualifier, was sidelined by engine failure after completing only 19 laps on Race Day.

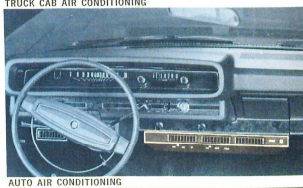




BUS AIR CONDITIONING



TRUCK CAB AIR CONDITIONING



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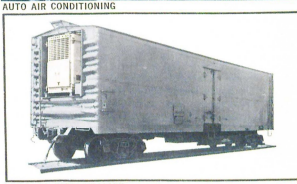
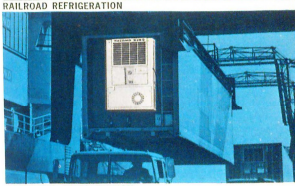


RAILROAD REFRIGERATION



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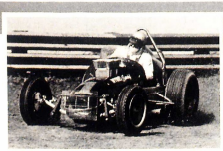

FACTS ABOUT USAC

The United States Auto Club was founded in 1955 as a non-profit organization designed to carry on the finest traditions of the sport of automobile racing in America.

The club is made up primarily of car owners, drivers, mechanics, promoters and officials, plus those who, like you, are interested in increasing public awareness and acceptance of the sport.

The Board of Directors of USAC is representative of the various groups that make up the sport. The Board members are elected to office and have a voice in the primary goal of the club, to provide qualified leadership and officiating at major automotive competitions, and to see that these competitions are conducted on the highest and safest plane.

As a member of USAC, you contribute to furthering the high principles of automobile racing through the standards set for competitors and spectators alike. Your financial contribution and moral support aid greatly, not only to the sport itself, but its great contribution to the automobile industry.

The sanctioning of automobile racing is only one phase of the operation of USAC. It also sanctions and certifies record runs on the Salt Beds at Bonneville, Utah. In short, USAC extends every effort to aid the automotive industry in building better cars for the American motoring public.

Recently, USAC entered another field of endeavor, a "Seal of Approval" for automotive products. Under this program, various products are undergoing exhaustive and impartial tests by men in the organization, who have the talent for this specialized type of work.

The automotive industry and allied suppliers have benefited greatly from the sport through such innovations as torsion bar suspension, disc brakes, lubricant, fuels, tires, shock absorbers, safety belts, etc.

HERE'S WHAT YOU RECEIVE:

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- **Certificate of Membership**
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- **Beautiful USAC Yearbook**
- **USAC Window Decal**
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- **USAC '71, a magazine published three times a year.**
- **Eligibility to participate in USAC hospitalization insurance program.**

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The United States Auto Club

The United States Auto Club is the most active sanctioning organization in the country. In addition to the Indianapolis 500, USAC sanctions approximately 140 other races annually in six different divisions of racing, including the Marlboro Championship Trail, of which the Indianapolis 500 is a major segment.

Other types of racing sanctioned by the United States Auto Club are sprints, late model stock cars, midgets, road course and dirt track championship.

USAC is now in its 16th year, having been set up as a non-profit organization in the fall of 1955 when the American Automobile Association—the major sanctioning body since 1902—suddenly decided to divorce itself completely from the sport.

A comparison of purse figures shows that USAC surpassed its 1969 record total payoff in four divisions by nearly a million dollars in 1970. New records were established in almost all categories. The total purse payoff for the Marlboro Championship Trail, stock, sprint and midget divisions was $3,580,073, compared to $2,799,141 in '69.

The average purse per event for the 129 races in '70 was $27,753, eclipsing the old record of $19,041.78 by nearly $9.000. A total of 8,035 miles was run in 1970 with the average purse per mile amounting to $445.56, to smash the old mark of $309.92.

Topping all divisions was the Marlboro Championship Trail. A total of 3,450 miles for 18 races was run for a total purse payoff of $2,573,778, including a $92,308 point fund payoff. The average purse per race on the Trail was $142,988 with the average purse per mile amounting to $745.02.

The first million-dollar purse at the Indianapolis 500, the inaugural California 500 at Ontario Motor Speedway and the highest point fund in USAC history helped increase the champ total by more than $800,000.

Winning the National Championship is the greatest title a driver can earn apart from victory in the Indianapolis 500. In 1970, Al Unser of Albuquerque, N.M., won a total of ten races, including the Indianapolis 500, on his way to the championship.

For the second consecutive year, Roger McCluskey of Tucson, Ariz., won the USAC stock car championship. McCluskey, who didn't compete in a full-bodied machine until '68, became the fourth driver in USAC stock car history to score back-to-back championships.

Norm Nelson, McCluskey's car owner and team driver, was the last driver to win back-to-back titles in 1965 and 1966. Others who pulled off the trick were Paul Goldsmith and Fred Lorenzen.

Driving either a Nelson-prepared 1970 Plymouth Roadrunner or Superbird, Roger was consistent with four victories, seven second-place and three third-place finishes in the 15 races he entered.

In 1970 USAC sprint car action, Larry Dickson of Marietta, Ohio, shared in the record-breaking extravaganza during the '70 season as he regained his championship form of 1968. Larry's second USAC title came on the strength of ten feature wins, just two short of his single-season record of 12 set in 1968. Winning four of the first five features of the season, Larry started the year with a large point lead and despite a spirited charge from defending champion Gary Bettenhausen, added consistent finishes and scattered victories to edge Gary for the crown.

His victory on Aug. 16 at New Bremen, Ohio, secured him the title of USAC's winningest sprint car driver of all time. His 29th and record-breaking victory came as a result of a black-flagging incident involving race leader and apparent winner Greg Weld who was leaking oil. That win smashed the late Don Branson's long-standing record of 28 feature wins set during the 1957-1966 period.

The USAC midget division also enjoyed one of its finest seasons in history. A new champion was crowned as was a new car owner champion in a tremendous point battle which was not decided until the final race of the season. Jimmy Caruthers, an exuberant 25-year-old from Anaheim, Calif., survived a fantastic point race with Dave Strickland of Pleasant Hill, Calif., to nip Dave by just 12.48 points, the narrowest margin of victory in recent years.

In addition to the sanctioning of auto race events, USAC also sanctions and certifies the various record attempts that are made at the Bonneville Salt Flats.

On Oct. 23, 1970, Gary Gabelich, a 29-year-old native of Long Beach, Calif., survived a series of frustrating failures to finally establish a new World Land Speed record at the Bonneville Salt Flats. Driving the "Blue Flame" sponsored by the Institute of Gas Technology, Gary averaged 622.407 miles-per-hour for the two-way run, breaking the old record of Craig Breedlove by nearly 22 miles-per-hour.

Still another function is the "Seal of Approval" program in which automotive products are extensively tested by officials to determine whether the claims of the manufacturer are justified.

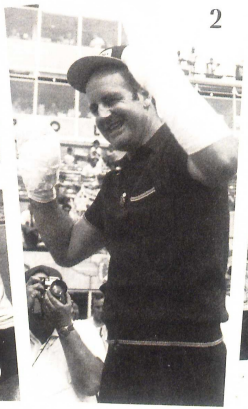
As the governing body, it is USAC's responsibility to make the rules and regulations as well as to enforce them. Engine specifications and safety requirements must be adhered to strictly and every effort is made to ensure that USAC events provide the finest competition available.

With the caliber of USAC participants, the increased television exposure and the addition of still a third 500-mile race this season, The Schaefer 500 at Pocono International Raceway, USAC auto racing will truly be the "Sport of the Seventies."

The 1971 Marlboro USAC Championship Trail Schedule:

Date	Place	Track
2/28	Rafaela, Argentina	Autodromo De Rafaela
3/27	Phoenix, Ariz.	Phoenix Int'l. Raceway
4/25	Trenton, N.J.	Trenton Speedway
5/29	Indianapolis, Ind.	Indpl's. Motor Speedway
6/ 6	Milwaukee, Wis.	Wis. State Fair Speedway
6/13	Langhorne, Pa.	Langhorn Int'l. Speedway
7/ 3	Pocono, Pa.	Pocono Int'l. Raceway
7/18	Cambridge Jct, Mich.	Michigan Int'l. Speedway
8/ 8	Parkersburg, W. Va.	Mountaineer Speedway
9/ 5	Ontario, Calif.	Ontario Motor Speedway
9/26	Trenton, N.J.	Trenton Speedway
10/23	Phoenix, Ariz.	Phoenix Int'l. Raceway

Veterans



Lloyd Ruby displays the "Extra Mile" trophy for the first time in 1970 by the St. Pius X l, Knights of Columbus.

Denis Hulme, sidelined on Race Day because ccident in practice, waves to the crowd.

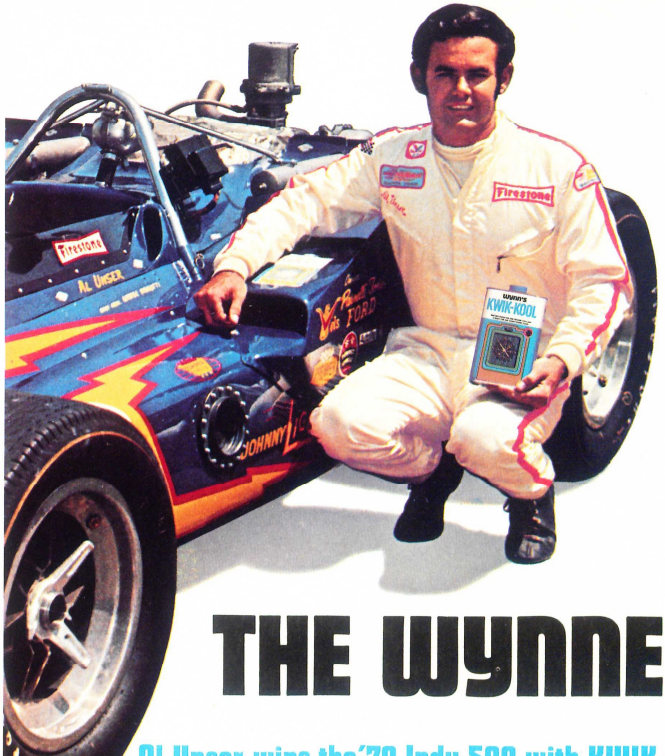
Mark Donohue holds one of the Indiana Busid Industry trophies presented annually to the place driver and crew chief.

4—Lee Roy Yarbrough (left) and Sammy Sessions trade notes as drivers for the Robbins team.

5—Bruce Walkup and Johnny Rutherford relax in the garage area after qualifying.

6—Jim McElreath awaits his turn to bid for a position in the starting lineup.

7—Bobby Unser contemplates his chances of gaining a front-row starting berth.



THE WYNNE

Al Unser wins the '70 Indy 500 with KWIK-KO

Al Unser's big win at Indianapolis in the 500 was a tremendous victory for Wynn's,® too, because it was Wynn's Kwik-Kool that helped keep Unser's powerful engine from overheating. It's the same Wynn's Kwik-Kool you get at your local service station. Just one quart keeps your entire cooling system free from trouble. Your engine stays cool, whether you're in bumper-to-bumper traffic or pulling heavy trailer loads. And the added strain of an air conditioner makes

Wynn's Kwik-Kool a *must!* Wynn's Kwik-Kool in your co system you can quit worrying your engine overheating and co trate on driving. That's what Al U did and he won the Indy 500 when the driving gets hot, take from a wynner and keep your k with Wynn's Kwik-Kool.

wynn's

500 Festival

1—Ann Bollei of Logansport, Ind., 1970 queen of the 500 Festival, poses with the handsome sterling silver Borg-Warner trophy created in 1936 as the symbol of auto racing supremacy. It's valued at $52,000. Likenesses of all "500" winners have been engraved on it and the winning driver each year is given a smaller replica plaque to add to his personal trophy collection.

2—Among outstanding floats in the Festival's annual elaborate parade in downtown Indianapolis was Stokely Van Camp's "Circus" which was awarded the Mayor's trophy.

3—Christmas was the theme of the attractive AFNB entry in the parade.

4—The Festival queen and her court rode on the Indianapolis Motor Speedway's float.

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We feel that the qualities that make a pro are the same in moving as in sports. That's why sports greats will be helping us tell our story to spectators through advertising and special sports clinics. Watch for them. And watch for us . . . we're making moving a spectator sport. Or call your local American Red Ball agent . . . and watch up close.

American Red Ball Vice President, E. H. Ostermeyer, introduces the 1971 American Red Ball Sports Advisory Board, (L-R) Pete Rose, Dick Butkus, Al Unser, Billy Hardwick, Oscar Robertson, and Frank Beard.

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Happy Birthday to You, Happy Birthday to You; Happy Birthday Al Unser, Happy Birthday to You.

BY JOHNNY McDONALD
Motor Sports Writer, The San Diego Union

The youngest of a long-line of racing Unsers maneuvered a sleek electric-blue and gold special through 500 miles of blurring traffic last year and onto the checkered flooring known as Victory Lane.

Al Unser, a skilled journeyman of a fast sport in this era of moon probes by man, suddenly was thrust into the limelight of fame. He'd won auto racing's big one—the Indianapolis 500.

The eyes of America's youth today turn to the skies and to the roads. It's either something, bullet-shaped, darting through the clouds or a loud-sounding engine turning thousands of RPMs in a four-wheel machine.

With his youthful appearance and happy look on life, Al Unser is not hard to find. Nor for the nation's young or those young-at-heart.

Stepping out of his Vel's PJ Colt racer, the 31-year old resident of Albuquerque, N.M., gave the appearance of a Flash Gordon, Buck Rogers or a modern-day astronaut rolled into one. The name Johnny Lightning is brushed with a fancy flare across the front of an enclosed helmet.

The tiniest of hero-worshipers express surprise when he doesn't sign his name Johnny Lightning, a major racing product for his sponsor, Topper Toys.

The effortless manner in which Al blazed around the nation's speedways last season made his competitors wonder if his Ford-powered car did not have rockets attached.

All systems were pronounced "Go" as early as April and he charged on to a record-tying 10 Marlboro-USAC Championship trail victories. This matched an accomplishment which had been reserved for A.J. (Super Tex) Foyt since his brilliant 1964 campaign.

To be a winning driver requires many things. He can possess all the traits but it can't help him unless he had solid sponsorships, able advisors and an experienced crew.

Victory at Indianapolis, it might be said, was blue-printed in February, March and April. Former Indianapolis winner Parnelli Jones, was co-owner of the car with fellow Californian Vel Miletich. Along with chief mechanic George Bignotti, it made an easy mesh with Unser's talents.

There were some early discussions with Jones, who has ridden many miles around the four corners of Indianapolis. And, there was a continuing association with Bignotti, an astute garage general, who had placed three other cars in victory lane.

"George and I can sit down and talk things over and we can come up with a solution from ideas we both furnish," Unser said of his veteran crew chief. "You can't replace time and miles between a mechanic and a driver." They have been together since 1966.

Al admitted he had a strange feeling last May —a restless time, since things were going so well. He had hoped it wasn't "too well."

"That was the longest month I've spent here," Unser recalled. "Time goes much quicker when things aren't going well. That's because you are having all sorts of problems and you wonder if you'll have enough time to correct them.

"George and I were ready when we arrived (at Indianapolis) because of what we had learned with the back-up car at Phoenix and Trenton. We built the two new ones off that car we tested in competition."

Unser, an owner of a parts shop who relaxes occasionally with a game of pool, believed strongly that he owed his crew something from the previous year when he broke a leg prior to qualifications, falling from a motorcycle.

"I had a lot to make up to the team," he smiled.

One of three racing brothers (the eldest, Jerry, was killed in a 1959 Indy crash: Bobby won the 1968 race), Al began his career in modifieds at the age of 18. He finished second in his first run up Pikes Peak (often referred to as Unser's Peak) in 1960 and four years later he set a record up the hill.

He moved onto the championship trail at Milwaukee in 1964 and passed his driver's test at Indianapolis in 1965 with a Maserati-powered machine. He finished ninth that year in a Lola.

Al joined the Jimmy Clark team in 1966, finishing 12th after battling for the lead earlier. He was second at Indy in 1967 and gained "confidence" on the trail in 1968 when he shook the bridesmaid role. He captured five trail events in a row.

"Once a driver starts to win, he gets self-confidence," he theorized. "I came close in 1966 and '67 . . . in fact, I had about five or six second-place finished in '67 alone. You know, a guy can start talking to himself.

"But once he wins, a driver realizes his capabilities."

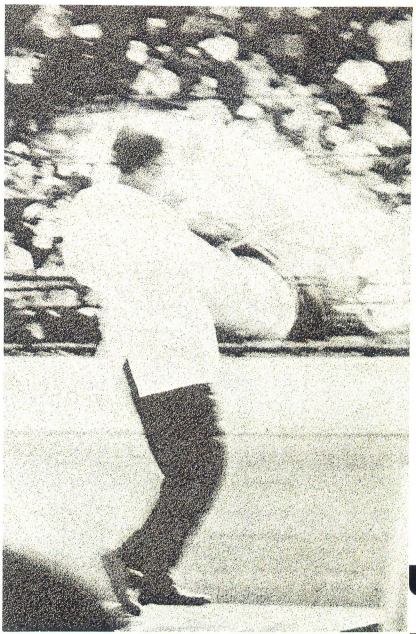
Bignotti remarked that the first time Unser joined his team, "he couldn't relate the handling characteristics. So we'd have to check tire wear.

"Now, he can tell us if the front end's pushing (oversteering) or if the back end's loose. When he tells us where any trouble might be, we respect his advice . . . he knows."

The Unser camp is not resting on the laurels of 1970. The board of strategy began even earlier this year. And, Al did the rest by winning the first championship trail race at Rafaela, Argentina, last February.

Could it be that even Indianapolis Speedway president Tony Hulman has become an Al Unser fan?

After all, the traditional Memorial Day affair has been moved to May 29, this year. That's Al's birthday.



the bowes line

Our products have crossed that famous yard of brick at the Indianapolis Motor Speedway for over 25 years. When you chase the big one you want reliability built into the products you use. Entering our second fifty years of company growth we supply a line of car care products well known for quality and dependability. From our original Seal Fast tire patch, we have grown to a point where we now market over 150 car care products, each one carefully chosen to represent the Bowes standard of quality. Ask your service station dealer for our products, they all have start and finish line quality built into them.

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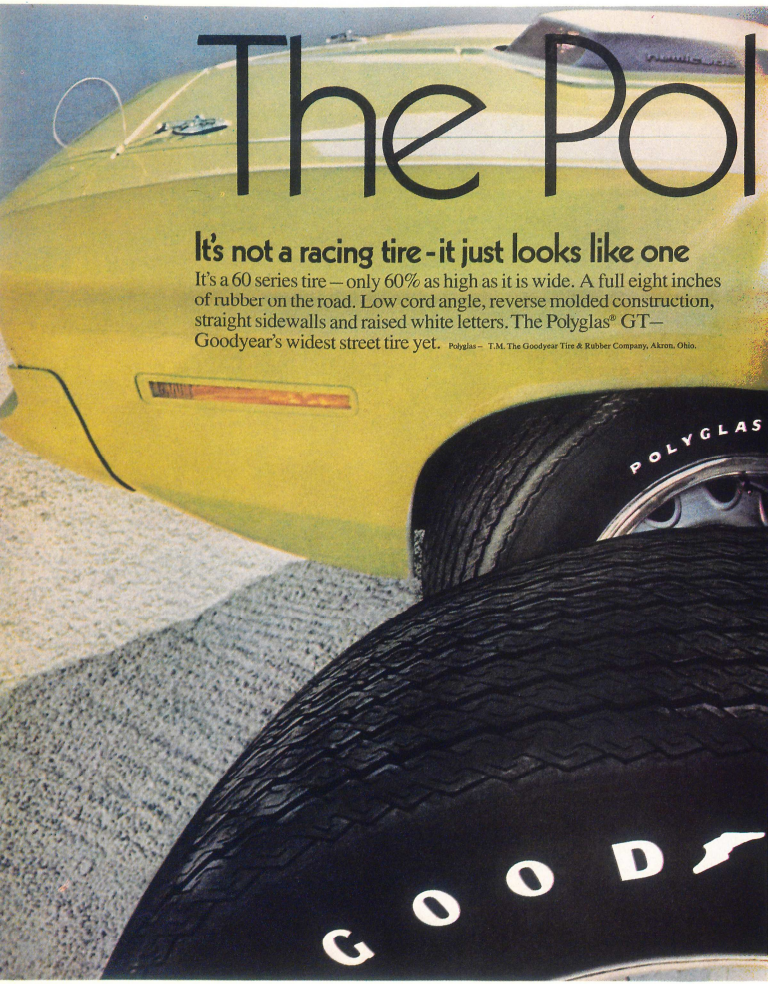

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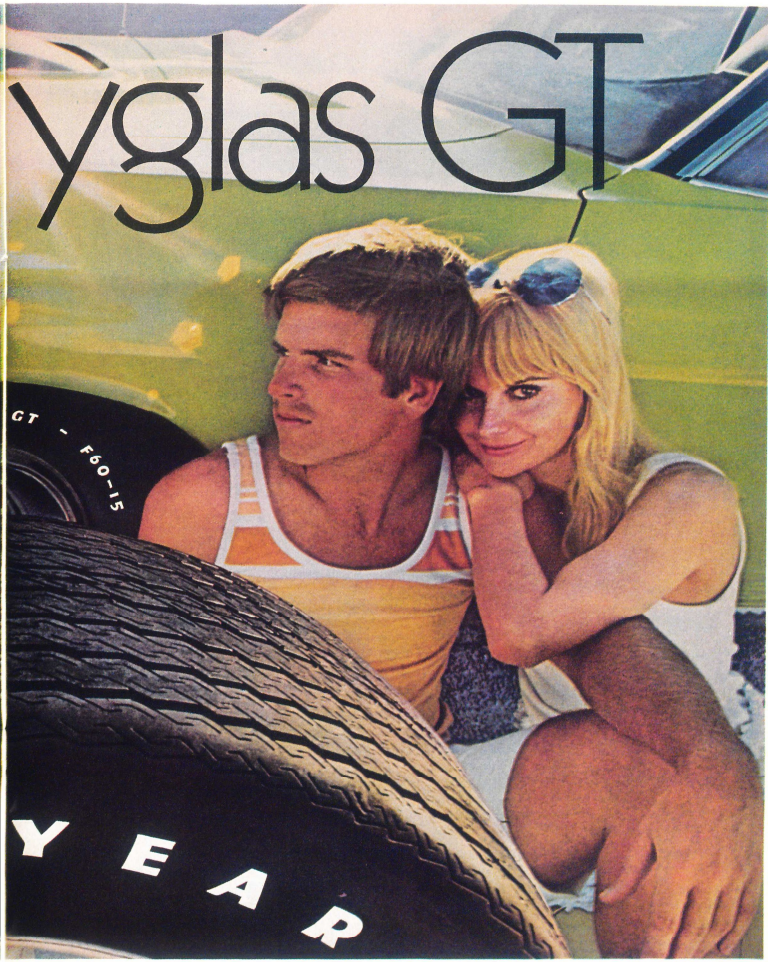
yglas GT
GT - F60-15
YEAR

Celebrities

1—Vocalist Saverio Saridis brings the pre-race ceremonies to a climax by singing "Back Home Again in Indiana" just prior to Tony Hulman's traditional command, "Gentlemen, Start Your Engines."

2—Frank Sutton of television's Gomer Pyle show waves to the crowd.

3—Astronaut Alan Bean rides in the 500 Festival's downtown parade.

4 Edie Adams poses for photographers at the starting line after participating in the Celebrity Caravan on the track.

5—Joe Garagiola, popular TV personality and former major league baseball player, expresses his amazement at the size of the Race Day crowd.

6—Buddy Ebsen, star of television's "Beverly Hillbillies" series.

50 YEARS OF EXCELLENCE from the team at DRAKE ENGINEERING

Drake Engineering's tradition of excellence in auto racing started 50 years ago. Some of those who helped produce the famous Miller engine in 1921 are still on the Drake team. The Miller evolved into the Offenhauser and that record-breaking engine has evolved into the great Drake Offy of the 1970s.

Pictured above is Leo Goossen, the same man who engineered the ideas in the 1921 Miller,* left, and who is today the Chief Engineer of the 1971 Drake engine, right.

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Dale Drake
Chairman of the Board

John Drake
President

Leo Goossen
Chief Engineer

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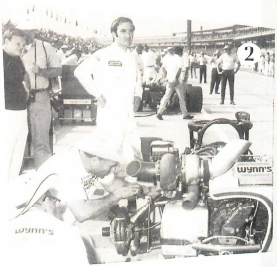
DRAKE
DRAKE ENGR. & SALES
RACING ENGINES

*The 1971 Drake racing engine's 50-year old ancestor pictured above is owned by William S. Castle of Indianapolis, Indiana.



Crew Chiefs and Car Owners

1—Al Unser's crew chief, George Bignotti (left), and co-owner Parnelli Jones.

2—Driver Bill Vukovich (standing) waits for Crew Chief Leonard Faas to make adjustments.

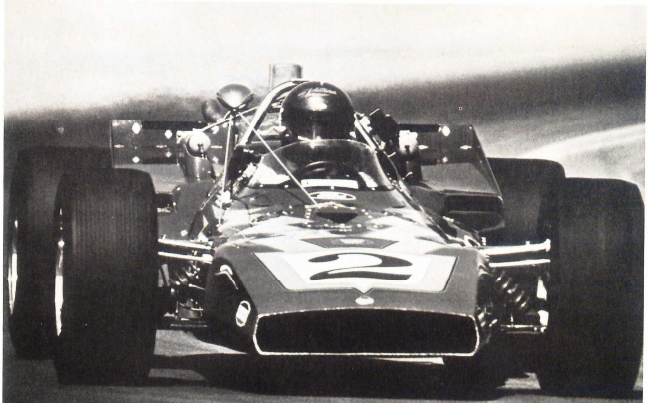
3—Former winners of the D-A mechanical achievement trophy and company officials shown at the annual luncheon are (left to right) President Tom Binford, Danny Oakes, Clint Brawner, Jim McGee, Jerry Eisert, Jud Phillips, Bill Fowler and Racing Director Jack Martin.

4—Joe (left) and Andy Granatelli.

5—Gary Bettenhausen (in cockpit of car) and Crew Chief Phil Casey.

6—Crew Chief A. J. Foyt, Sr., confers in the pits with George Snider.

7—Dave Laycock, Lloyd Ruby's crew chief.



Who was the real winner at the '70 "Indy 500"?

You were. Sure, Al Unser won the race... but what we learned from his filter helped improve Fram filters for your car.

At Indy speeds, a speck of dirt can mean $100,000 worth of screaming machinery self-destructs in seconds. That's why Al Unser chose Fram. That's why Fram is the overwhelming choice of pros at Indy again this year. In fact, just about every qualifying car over the past six years has been equipped with the same filter element used in the Fram oil filter made for your car.

FRAM FILTERS

Automotive Division

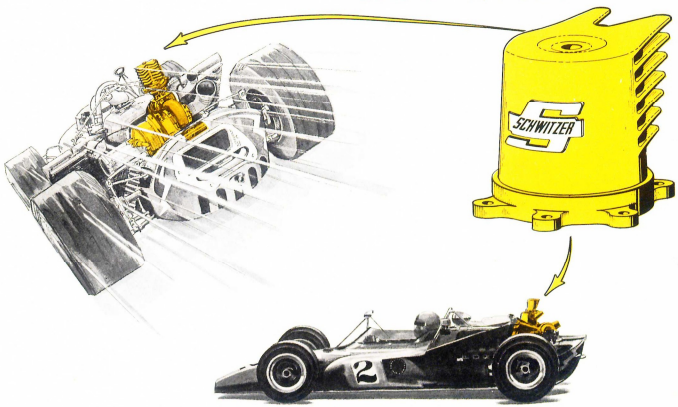
Providence, R.I. 02916

Division of Money in Indianapolis Motor Speedway Races

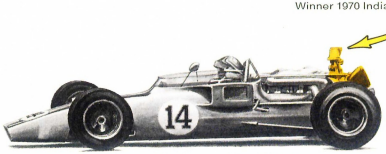
Walt Ader (1)	$ 1,972.09
Fred Agabashian (11)—9-'47; 4-'53; 6-'54	40,039.76
Leslie Allen (2)—9-'30	5,770.00
Tom Alley (6)—8-'35; 5-'19; 9-'22	6,160.00
Donnie Allison (1)—4-'70	27,124.46
George Amick (1)—2-'58	25,849.00
Red Amick (2)	9,235.00
Gil Anderson (6)—3'-15	5,050.00
Les Anderson (2)	3,639.00
Emil Andres (9)—4-'46; 9-'49	13,875.00
Mario Andretti (6)—5-'65; 1-'69; 6-'70	265,134.59
Keith Andrews (2)	5,387.64
Ernie Ansterburg (1)	525.00
Herb Ardinger (6)—10-'34; 6-'38; 4-'47	10,720.00
Frank Armi (1)	2,784.85
Billy Arnold (5)—7-'28; 8-'29; 1-'30	24,390.00
Chuck Arnold (1)	4,115.00
Alberto Ascari (1)	1,858.19
Al Aspen (2)	980.00
Sonny Ates (1)	12,686.45
Manuel Ayulo (4)	10,510.00
George Bailey (5)	2,440.00
Bobby Ball (2)—5-'51	9,240.31
Henry Banks (6)—6-'31	12,647.20
George Barringer (5)—8-'36; 6-'39	6,340.00
Norman Batten (3)—7-'26; 5-'28	5,140.00
Dutch Baumann (1)	440.00
Fred Belcher (1)—9-'11	600.00
C. W. Belt (1)	428.00
Cliff Bergere (16)—5-'27; 9-'28, 9-'31, 9-'32; 7-'34; 5-'37; 3-'39; 5-'41	28,115.00
Gary Bettenhausen (3)	33,592.56
Tony Bettenhausen (14)—9-'51; 9-'53; 2-'55; 4-'58; 4-'59.	77,984.75
Mark Billman (1)	240.00
Art Bisch (1)	2,229.00
John Boling (2)	770.00
Pietro Bordino (1)—10-'25	1,400.00
B. Borzachini (1)	935.00
Robert Braman (5)—6-'15	1,013.00
Johnny Boyd (12)—6-'57; 3-'58; 6-'59; 10-'62; 5-'64	91,943.64
Joe Boyer (5)—1-'24	928.15
Jack Brabham (4)—9-'61	42,049.91
Don Branson (8)—4-'60; 5-'63; 8-'65	73,748.99
Frank Brisko (12)—9-'34; 9-'49	7,699.50
Bert Brooks (6)	400.00
Walt Brown (3)—7-'47	7,564.12
David Bruce-Brown (2)—5-'21	3,000.00
Jimmy Bryan (9)—6-'56; 2-'57; 3-'57; 1-'58	121,715.63
Ronnie Buckman (3)	37,775.58
Robert Burman (5)—6-'15	2,200.00
Claude Burton (1)	559.00
Harry Butcher (2)	712.50
Joe Caccia (1)	340.00
Ray Campbell (2)	754.00
Wm. Carlton (11)—2-'39; 6-'35	17,569.00
Bill Cantrell (2)	3,710.00
Robert Carey (1)—4-'33	3,500.00
Willie Carlson (2)—9-'14; 9-'15	3,000.00
Duane Carter (11)—8-'51; 4-'52; 7-'59	47,192.75
William Chandler (2)—9-'16	909.00
Jean Chasagne (3)—7-'20	1,800.00
Bill Cheesbourg (6)—10-'38	31,974.00
Gaston Chevrolet (2)—10-'19; 1-'20	21,400.00
Louis Chevrolet (4)—7-'19	1,800.00
Louis Chiron (1)—7-'29	1,800.00
Joie Chitwood (7)—5-'46; 5-'49; 5-'50	29,697.00
Jean Christaens (2)—6-'14; 4-'16	4,200.00
Bob Christie (8)—10-'60; 10-'62	38,888.00
George Clark (1)—10-'13	1,400.00
Jim Clark (5)—2-'63; 1-'65; 2-'66	205,321.00
Harry Cluse (1)—10-'11	500.00
Hal Cole (3)—6-'48	6,550.00
Fred Comer (4)—7-'24; 4-'26; 9-'28	7,896.25
Gary Congdon (1)	9,186.00
George Connor (14)—10-'36; 9-'37; 3-'49; 8-'50; 8-'52	28,632.31
Earl Cooper (7)—4-'15; 2-'24	14,869.10
L. L. Corum (3)—5-'23; 1-'24; 10-'30	25,426.10
Al Cotey (1)	439.00
Charles Crawford (1)	800.00
Ray Crawford (3)	8,842.64
Wesley Crawford (3)	1,199.00
Larry Crockett (1)—9-'54	6,084.85
Art Cross (4)—5-'52; 2-'53	34,733.64
Allen Crowe (1)	10,751.00
L. P. Cucinotta (1)	510.00
William Cummings (9)—5-'39; 1-'34; 3-'35; 6-'37	32,175.00
Wilbur D'Alene (3)—2-'16	6,000.00
Wally Dallenbach (4)	47,628.57
Jimmy Davies (4)—10-'33; 3-'35	24,254.72
Don Davis (2)—4-'62	17,691.00
Floyd Davis (1) 1-'41	21,615.00
Joe Dawson (3)—5-'11; 1-'12	21,500.00
Jimmy Daywalt (9)—6-'53; 9-'55	35,174.45
Richliffe Decker (4)	1,454.00
Prince DeCystria (1)—9-'23	1,500.00
William Denver (1)	555.00
Ralph DePalma (10)—6-'11 1-'15; 6-'19; 5-'20; 4-'22; 7-'25	31,400.00
Pete DePaolo (7)—6-'24; 1-'25; 5-'26	26,291.00
Billy DeVore (7)—7-'37; 8-'38; 10-'39; 10-'46	10,395.00
Earl DeVore (3)—2-'27	11,526.73
Larry Dickson (4)—9-'69	47,651.12
Duke Dinsmore (6)—10-'47	11,748.12
Louis Disbrow (4)—8-'13	1,600.00
Mark Donohue (2)—7-'69; 2-'70	84,833.92
John Duff (1)—9-'26	1,500.00
Ronnie Duman (5)—6-'68	50,435.67
Len Duncan (1)	2,824.85
Louis Durant (1)—6-'46	3,000.00
R. Cliff Durant (6)—7-'23	3,962.83
Arthur Duray (1)—2-'14	10,000.00
Leon Duray (8)—6-'25	4,339.84
Don Edmunds (1)	2,619.00
E. A. D. Eldridge (1)	597.85
Ed Elisian (5)	13,170.49
Jules Ellinghoe (6)	3,561.28
Frank Elliott (6)—6-'23; 6-'26; 10-'27	7,618.28
Wm. Endicott (3)—5-'13	3,000.00
Dave Evans (6)—9-'27; 6-'30; 6-'33	8,478.00
Dusty Fahrnow (1)	600.00
Milton Fankhouser (1)	1,020.00
Frank Farmer (3)	1,169.00
Walt Faulkner (4)—7-'50; 5-'55	21,274.72
George Fernie (1)	750.00
L. P. Fetterman (1)—7-'22	1,800.00
Pat Flaherty (5)—10-'59; 10-'55; 1-'56	67,331.60
Myron Fohr (2)—4-'49	10,382.00
George Follmer (2)	23,620.90
George Fonder (2)	4,328.18
Carl Forberg (1)—7-'51	4,912.12
Gene Force (2)	7,362.12
Percy Ford (1)—3-'21	5,000.00
Billy Foster (2)	18,975.00
Kenneth Fowler (2)	2,610.00
Malcom Fox (2)	850.00
A. J. Foyt, Jr. (13)—10-'59; 1-'61; 3-'63; 1-'64, 1-'67, 6-'69, 10-'70	393,532.39
Fred Frame (7)—8-'28; 10-'29; 2-'31; 1-'32	34,369.00
Roland Free (2)	1,770.00
Don Freeland (8)—7-'54; 3-'56; 7-'58	44,202.46
Chet Gardner (7)—4-'33; 7-'35; 5-'38	9,010.00
W. H. Gardner (3)—6-'29	2,815.00
Billy Garrett (2)	5,553.00
Juan Gaudino (1)	370.00
Elmer George (5)	12,490.00
Jimmy Gleason (4)—3-'29; 6-'31	8,121.00
Paul Goldsmith (6)—5-'39; 3-'60	45,835.00
Al Gordon (3)	1,445.00
Jules Goux (5)—1-'13; 4-'14; 3-'19	28,500.00
Harry Grant (4)—7-'14	1,800.00
Jerry Grant (5)—10-'66; 7-'70	65,180.12
Cecil Green (2)—4-'50	10,384.12
Masten Gregory (1)	9,161.00
Cliff Griffith (4)—9-'52; 10-'56	17,354.30
Bobby Grim (9)—10-'64; 10-'68	68,794.67
Tony Gubotta (13)—3-'27; 10-'28; 7-'33; 8-'37	14,399.85
Dan Gurney (9)—7-'63; 2-'65; 2-'66; 3-'70	201,514.39
Albert Guyot (5)—3-'13; 3-'14; 4-'19; 6-'21	14,700.00
Ora Haibye (5)—10-'16; 5-'21; 5-'22	7,754.38
Ira Hall (5)—7-'32	4,078.00
Norm Hall (2)—10-'61	13,350.00
Sam Hanks (12)—3-'52; 3-'53; 2-'56; 1-'57	123,425.76
Mel Hansen (6)—8-'40	7,120.59
Walt Hansgen (2)	17,351.00
F. L. Harder (1)	922.93
Bob Harkey (1)—8-'64	11,050.00
Ray Harroun (1)—1-'11	10,660.00
Gene Hartley (10)—10-'57	39,895.01
Harry Hartz (6)—2-'22, 2-'23, 4-'24, 4-'25, 2-'26	37,390.00
William Haupt (4)—5-'13	1,500.00
Gene Haustein (3)	1,183.00
W. D. Hawkes (1)	592.82
Eddie Hearne (9)—2-'19; 6-'20; 3-'22; 4-'23; 7-'27	23,276.09
Mack Hellings (4)—5-'48	12,964.13
Pete Henderson (2)—6-'16; 10-'20	2,800.00
Ralph Hepburn (15)—8-'26; 3-'31; 5-'35; 2-'37; 4-'41	29,430.81
Al Herman (3)—7-'50	15,811.03
Denny Hickey (1)—9-'19	1,500.00
Bennett Hill (7)—8-'21; 6-'24	6,602.36
Graham Hill (3)—1-'66	123,766.67
Jim Hill (1)	620.00
Tommy Hinnershitz (3)—10-'41; 9-'48	5,775.00
Bill Holland (3)—2-'47; 2-'48; 1-'49; 2-'50	72,398.97
Jackie Holmes (2)	3,902.60
Bill Homeier (2)	7,294.85
Joe Horan (1)—8-'12	1,600.00
Ted Horn (10)—2-'36; 3-'37; 4-'38; 4-'39; 4-'40; 3-'41; 3-'46; 3-'47; 4-'48	50,895.00
Ronney Householder (2)	1,295.00
Norm Hoyer (1)—10-'49	3,450.00
George Howie (1)	500.00
Jerry Hoyt (4)	3,757.46
Joe Huff (3)—10-'32	2,725.00
Hughie Hughes (2)—7-'12	5,000.00
Denis Hulme (3)—4-'67, 4-'68	54,092.12
Chuck Hulse (4)—8-'63, 7-'67	43,491.90
William Hunt (1)	991.00
Jim Hurtubise (8)	99,405.66
Harris Insinger (1)	535.00
Jimmy Jackson (5)—2-'46; 5-'47; 10-'48; 6-'49	24,662.00
Joe James (2)	4,790.31
John Jenkins (2)—7-'12	1,800.00
Gordon Johncock (6)—5-'65; 4-'66	88,254.56
Bobby Johns (2)—7-'65; 10-'69	31,889.46
Art Johnson (1)—8-'16	1,000.00
Eddie Johnson (13)—9-'38; 8-'59; 6-'60; 10-'65; 7-'66	82,075.82
Luther Johnson (3)—10-'53	2,070.00
Ben Jones (1)	564.65
L. H. Jones (1)	728.65
M. C. Jones (1)	657.18
Parnelli Jones (7)—7-'62; 1-'63; 2-'65; 6-'67	189,566.00

A FAMILIAR SIGHT IN VICTORY LANE
THE *SCHWITZER* TURBOCHARGER
AND BYPASS CONTROL VALVE . . .

Look for the Mark Of A Winner



Winner 1970 Indianapolis 500 Mile Race



Winner 1970 Ontario 500 Mile Race

Schwitzer turbocharging systems have proven their outstanding performance and dependability in racing . . . just as they have on over ½ million diesel engines around the world.

SCHWITZER

SCHWITZER DIVISION WALLACE-MURRAY Corporation
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TURBOCHARGERS SUPERCHARGERS COOLING FANS AND DRIVES VIBRATION DAMPERS SHAFT SEALS WATER PUMPS AND IMPELLERS AIR PUMPS AIR STARTING MOTORS COUPLINGS

Plants at: Indianapolis and Elwood, Indiana; Rolla, Missouri; Stratford, Ontario, and Licensees throughout the world.

Division of Money in Indianapolis Motor Speedway Races

Albert Karnatz (1)	426.00
Ray Keech (2)—4-'28; 1-'29	23,590.00
Charles Keene (1)—8-'14	1,660.00
Al Keller (6)—5-'61	26,655.64
Mel Kenealy (1)	429.00
Mel Kergon (5)—5-'66; 3-'68; 4-'69	102,078.58
Danny Kladis (1)	525.00
Arnie Knepper (5)	59,378.11
Henry Kohlert (2)	1,635.00
John Kreiger (1)	525.00
Peter Kreis (6)—8-'25	3,882.00
Jud Larson (2)—8-'58	9,949.00
Rene LeBegue (1)—39-'49	1,800.00
Fred Leeckider (2)	524.51
Joe Leonard (6)—9-'66; 3-'67; 6-'69	103,658.58
Bayliss Levrett (2)	4,122.50
Dave Lewis (4)—2-'25	10,855.65
Ralph Liguori (6)	399.99
Bill Lindau (1)	444.00
Andy Linden (7)—4-'51; 6-'55; 5-'57	33,858.76
Deacon Litz (12)—4-'24; 8-'25	9,789.00
Frank Lockhart (2)—1-'28	26,999.00
George Lynch (1)	1,160.00
Dave MacDonald (1)	5,099.00
Bon MacDonald (1)	512.29
George MacKenzie (5)—9-'35; 3-'36	7,889.00
Jack McCarver (1)	518.55
Roger McCluskey (9)	87,490.37
Ernie McCoy (2)—8-'53	8,351.82
L. C. McDonald (1)	393.00
Bob McDonough (4)—10-'24; 6-'27	5,486.91
Johnny McDowell (4)	8,462.31
Jim McElreath (9)—6-'62; 6-'63; 3-'66; 5-'67; 5-'70	135,454.58
Jack McGrath (8)—3-'51; 5-'53; 5-'54	47,312.75
Frank McGurk (1)	355.00
Harry McGuire (10)—7-'38; 7-'41	3,350.00
Jim McWithey (2)	7,995.00
Bill Mackey (1)	1,662.12
Mike Magill (3)	8,663.00
Jim Malloy (5)	37,289.04
Art Malone (2)	14,159.00
Johnny Manta (2)—7-'49	4,170.00
Carl Marchese (1)—4-'29	3,500.00
Cy Marshall (2)—8-'47	2,885.00
Bobby Marshman (4)—7-'61; 5-'62	31,941.00
Bob Matthouser (1)	5,400.00
Johnny Mauro (1)—8-'48	3,350.00
Rex Mays (12)—2-'40; 2-'41; 6-'47	31,329.00
Al Mehrer (1)	499.99
Charles Merz (4)—7-'11; 4-'12; 3-'13	9,999.99
Louis Meyer (11)—4-'28; 5-'29; 4-'30; 1-'33; 1-'36; 4-'37	72,945.00
Zeke Meyer (4)—6-'32; 9-'33; 9-'36	5,535.00
Al Miller (1)—5-'54	9,019.00
Al Miller (4)—9-'61; 4-'65	49,378.00
Chet Miller (16)—10-'31; 10-'35; 5-'36; 3-'38; 6-'41	24,896.31
Eddie Miller (1)—4-'21	3,500.00
Tommy Milton (8)—3-'20; 1-'21; 1-'23; 5-'25; 8-'27	59,176.82
Lou Moore (8)—5-'28; 5-'33; 3-'34	29,622.50
Charles Moran, Jr. (1)	339.00
Jules Morineau (1)	414.00
Wade Morton (2)	1,329.92
Mike Mosley (3)—8-'68	45,176.48
A. E. Moss (1)	928.16
Antonio Mourra (1)—9-'24	4,500.00
Ralph Mulford (10)—2-'11; 10-'12; 7-'13; 3-'16; 9-'20; 9-'21	14,399.99
Jimmy Murphy (5)—4-'20; 1-'22; 3-'23; 3-'24	23,599.00
Rick Muther (1)—8-'70	29,974.46
Jake Nalon (10)—3-'48; 10-'51	28,877.27
Mike Nazaruk (3)—3-'51; 5-'54	27,535.93
Steve Nemesh (1)	544.46
Cal Niday (2)—39-'54	11,685.00
Pat O'Connor (5)—8'55; 8-'57	21,665.48
Eddie O'Donnell (3)—5-'15	3,999.99
Barney Oldfield (2)—5-'14; 5-'16	4,799.00
Phil Pardee (1)	392.50
Johnnie Parsons (10)—2-'49; 1-'50; 10-'52; 4-'56	77,849.76
Kelly Petillo (6)—1-'55	24,585.00
H. J. Pick Pettigrew (1)	339.00
Overton Phillips (1)	600.00
Theodore Pilette (1)—5-'13	3,999.99
Ray Plate (1)—6-'30	3,200.00
Art Pollard (4)—8-'67	51,545.57
Willard Prentiss (1)	450.00
Al Putnam (1)	2,375.00
Francis Quinn (1)	250.00
Dick Rathmann (9)—5-'56; 10-'63; 7-'64	55,181.00
Jim Rathmann (14)—2-'52; 7-'53; 2-'57; 5-'58; 2-'59; 1-'60; 1-'62	184,363.64
Jimmy Reece (6)—7-'52; 9-'56; 6-'58	26,288.67
Dario Resta (5)—2-'15; 1-'16	22,500.00
Peter Revson (2)—5-'69	35,848.91
Eddie Rickenbacker (4)—10-'14	1,400.00
Paul Rignati (3)	925.00
Jim Rigsby (1)	2,969.18
Jochen Rindt (2)	20,650.66
Floyd Roberts (5)—4-'35; 1-'38	25,110.00
George Robson (3)—4-'46	21,699.00
Hal Robson (3)	4,185.00
Chuck Rodee (2)	13,812.90
Pete Romcevich (1)	2,210.00
Ebb Rose (5)	17,581.50
Mauri Rose (15)—2-'34; 4-'36; 8-'39; 3-'46; 1-'47; 1-'48; 5-'50	88,659.12
Sam Ross (2)	951.00
Lloyd Ruby (11)—7-'60; 8-'61; 8-'62; 3-'64; 5-'68	135,794.57
Mickey Rupp (1)—6-'65	16,681.00
Eddie Russo (3)	9,117.64
Joe Russo (4)—5-'34	4,250.00
Paul Russo (14)—9-'41; 8-'49; 9-'50; 8-'54; 4-'57; 9-'59	49,461.32
Johnny Rutherford (7)	63,695.57
Troy Ruttman (12)—1-'52; 4-'54	91,751.14
Eddie Sachs (8)—2-'61; 3-'62	79,014.00
Max Sailer (1)—8-'23	1,600.00
Mike Salay (1)	1,420.00
Bob Sall (1)	310.00
Duane Sarles (4)—2-'24	10,999.99
Bryan Saulpaugh (1)	540.00
John Sawyer (2)	820.00
Everett Saylor (1)	589.00
Carl Scarborough (2)	5,539.09
Bill Schindler (3)	5,072.39
Louis Schneider (6)—3-'30; 1-'31	26,922.00
Gus Schrader (1)	505.00
Herman Schurch (2)	696.00
Bob Scott (2)	4,355.16
Sammy Sessions (3)—9-'68	47,692.59
Johnny Seymour (4)	10,999.99
Phil Shafer (8)—10-'23; 3-'25; 10-'26; 7-'30	11,989.00
W. E. Shattuc (3)—5-'25	2,426.10
Wilbur Shaw (13)—4-'27; 2-'33; 2-'35; 7-'36; 1-'37; 2-'38; 1-'39; 1-'40	93,806.00
William Sheffler (3)—9-'46	5,320.00
A. J. Shepherd (1)	4,390.00
Ben Shepard (2)	992.00
Dick Simon (1)	17,924.46
Jigger Sirois (1)	300.00
George Snider (6)	66,616.56
Russell Snowberger (15)—8-'59; 5-'31; 5-'32; 8-'33; 8-'34	17,300.00
Jimmy Snyder (5)—2-'39	11,565.00
George Soaders (2)—1-'27; 3-'28	25,000.00
Lee Spangler (1)	260.00
Bill Spence (1)	903.00
Egbert (Babe) Stapp (12)—6-'28; 5-'39	8,327.00
Myron Stevens (1)—4-'31	3,900.00
Chuck Stevenson (9)—6-'61	42,143.12
Jackie Stewart (2) 6-'66	29,538.00
H. W. (Shorty) Stubblefield (4)—8-'31; 5-'33	4,940.00
Len Sutton (8)—2-'62	63,026.00
Bob Swanson (3)—6-'60	5,035.00
Bob Swickerd (5)—4-'55; 6-'56	61,927.63
Marshall Teague (2)—7-'57	8,445.97
Shorty Templeman (5)—4-'61	28,253.64
Teddy Tetzlaff (4)—2-'12	10,000.00
Joe Thomas (3)—8-'29; 10-'32	3,060.00
Rene Thomas (4)—1-'14; 2-'23	39,999.99
Johnny Thomson (3)—4-'55; 3-'59; 5-'60	53,207.45
Joel Thorne (1) 9-'38; 7-'39; 5-'40	8,810.00
Bud Tingelstad (9)—9-'66; 5-'64	88,999.13
Johnnie Tolan (3)	8,952.00
Louis Tomei (7)—10-'37	5,340.00
Marion Trexler (1)	295.00
Ernie Triplett (3)—7-'31	3,423.00
Jack Turner (6)	23,218.00
W. H. (Jack) Turner (1)—8-'11	700.00
Al Unser (5)—9-'65; 2-'67; 1-'70	226,512.12
Bobby Unser (8)—8-'66; 9-'67; 1-'68; 3-'69	217,079.59
Jerry Unser (1)	2,289.00
Ira Vail (5)—8-'19; 7-'21; 8-'22; 8-'24	7,291.79
Charles VanAcker (2)	4,769.00
Bob Veith (11)—7-'56; 9-'57; 8-'60	79,619.67
Luigi (Gigi) Villoresi (1)—7-'46	2,250.00
Noel Vonlthaler (1)—10-'15	1,400.00
Bill Vukovich (5)—1-'53; 1-'54	91,645.74
Bill Vukovich, Jr. (3)—7-'68	41,390.57
Lee Wallard (4)—7-'48; 6-'50; 1-'51	45,844.12
Bruce Walkup (2)	22,364.99
Rodger Ward (15)—8-'56; 1-'59; 2-'60; 3-'61; 1-'62; 4-'63; 2-'64	284,675.76
Frank Wearne (7)—10-'38; 9-'39; 7-'40; 8-'41; 8-'46	11,191.99
Clay Weatherly (1)	265.00
Travis (Spider) Webb (6)	12,332.00
Wayne Weiler (2)	3,140.00
Greg Weld (1)	12,699.45
Bob Wente (1)—3-'64	10,439.00
Chuck Weyant (4)	12,846.63
Johnny White (1)—4-'64	15,650.00
Jimmy Wilburn (1)	875.00
Howard Wilcox (11)—9-'32; 6-'33; 7-'15; 7-'16; 1-'19	26,700.00
Hoody Wilcox (1)—2-'32	10,000.00
Carl Williams (5)—10-'67; 9-'70	70,984.58
Merrill (Doc) Williams (4)	2,840.00
Tony Willman (3)	2,069.00
Dempsey Wilson (4)	21,139.00
George Wingerter (1)	285.00
Billy Winn (4)—9-'52	3,167.50
Fred Winnai (6)—5-'29; 8-'32	6,887.50
Spencer Wishart (4)—7-'11; 2-'13	15,000.00
George (Jerry) Wonderlich (2)—6-'22	3,248.76
Cliff Woodbury (4)—3-'26	6,534.06
Cale Yarborough (2)	21,244.00
Lee Roy Yarbrough (3)	35,949.90
Len Zengel (1)—6-'12	2,200.00
Denny Zimmerman (9)	600.00
Total for 1911-1970	39,185,593.67
Prize Money 1969-1910	25,000.00
1912 & 1921 Consolation Prize Money	3,500.00
Prize Money Harvest Classic, September 1916	12,000.00
TOTAL	39,226,093.67

(1) Denotes Times in Starting Lineup
9-'47 Denotes Finished 9th in 1947 Race
*Total Prize Money does not include lap or accessory Prize Money

"Gentlemen... start your projectors!"

This year's Indy '500' is being captured sound by sound, picture by picture on brilliant color film. Daring cameramen and expert technicians photograph all the pomp and pageantry of the program . . . the skill of the drivers and the thrill of the race.

From the first zoom of the engines to the checkered flag, every emotion packed moment can be yours to relive and enjoy time after time.

Use the film to entertain clients or to show at dealer meetings. It's great for public relations showings and can be customized with your own commercials. Available in either 16mm or 8 mm. For complete information, simply fill out blank below.

6p **TIME-LIFE 6 PRODUCTIONS**
A division of The WFBM Stations

Time-Life 6 Productions
1330 North Meridian Street
Indianapolis, Indiana 46202
Please send me full information about purchasing a color film of the 1971 Indianapolis 500 Mile Race.

Name Address Zip

Pacemaker and 100 MPH Clubs

1—Wally Dallenbach (kneeling), only driver in the 1969 "Indy" race to qualify for membership in Autolite's 500 Pacemaker Club by leading the field for the first time, adds his nameplate to the permanent trophy with the help of Pete DePaolo (left) and Parnelli Jones at the 1970 banquet.

2—Other veteran club members on hand included (left to right) Johnnie Parsons, A. J. Foyt and Louie Meyer, whose leading laps included the ones on which they received the checkered flag.

3—Duane Carter (left) retiring President of the Champion Spark Plug Company's 100 Miles an Hour Club, introduces his successor—Chuck Stevenson.

4—Bob Laycock (right) receives Champions R. A. Stranahan, Sr. award from the late Dick McGeorge for his many important contributions to Auto Racing.

The Pro's.

What makes a pro a pro? Tobaccos that have it to begin with. A little more taste than the next guy. And a step ahead in mildness. Taste what we mean! The Pro's . . . from Consolidated Cigar Corp.

GW Consolidated Cigar Corporation.

A GULF + WESTERN COMPANY

5 Years On The Road To Safety

n the spring of 1936, speeds of 125 miles per
ır loomed on the horizon, and safety was be-
ning a big problem at the famed Indianapolis
2-mile oval. Eddie Rickenbacker, president of
e Speedway at that time, had ordered a thor-
gh study of the causes of the continued high
cident rate. But even as the study began, events
ere moving toward a solution. A new Chicago
sed company was pioneering in the development
d manufacture of nondestructive testing equip-
ent that could determine when a metallic part
as defective before it failed.

Carl Betz, a young executive of the company,
ad come to Indianapolis to explain the revolu-
ionary method to local industrial leaders such as
Colonel A. W. Herrington of Marmon-Herrington
nd Johnnie Goldthwaite of the Allison Engineer-
ng Company. Also among those who had been
ontacted by Betz was Charlie Merz, founder of
Merz Engineering Company and chief steward of
he 1936 race. Charlie invited Betz and another
young executive from Magnaflux, Bic Doane, to
bring their equipment to the track for a demon-
stration.

Before an audience of Speedway officials includ-
ing "Pop" Myers, general manager of the Speed-
way, Betz and Doane demonstrated what the new
Magnaflux apparatus could do and how it worked.
Placing a steering arm—one of the parts causing
problems for many of the "500" drivers—between
two electrical contacts, they sent an electrical cur-
rent through the metal and magnetized it.

"Any crack or opening at or near the surface
breaks the magnetic field I'm forming," said Betz,
"and this causes north and south magnetic poles
to form on each side of the crack."

Next Betz sprinkled a light powder of iron par-
ticles over the steering arm. The particles were
attracted like magic along the edge of a crack,
thus revealing its presence. Rickenbacker then
asked Betz to test the steering mechanism from
his own car.

"A flaw was found which would not have been
discovered by any other method known," Ricken-
backer recalled. "It could have caused a fatal acci-
dent."

Merz and Myers were so impressed with the ca-
pabilities of this early Magnaflux unit that equip-
ment was set up in "Gasoline Alley" with Betz
and John Clarke as the first Magnaflux crew.
They spent most of May inspecting steering arms
and front end spindles prior to the race.

As the result of numerous defects revealed by
this free testing service, the contest board of the
American Automobile Association passed a rule in
1937 requiring steering arms and front end spin-
dles to be checked and approved by Magnaflux in-
spection before any car would be allowed on the
track; and the race was free of serious accidents
for the second straight year.

Some drivers were critical of the mandatory in-
spection rule, because the rejection rate ran high
and they were reluctant to discard any part in
which the flaw was not visible to the eye—partic-
ularly if a suitable "spare" was not available
immediately. Others, however—including Louis
Meyer and Wilbur Shaw—were quick to recognize
the benefits of the free inspection service; and it
wasn't many years until most drivers voluntarily
started to submit other vital parts to such non-de-
structive testing.

Only a decade later, while serving as Speedway
president following the resumption of racing
after World War II, Shaw credited Magnaflux in-
spection with contributing more to the Speed-
way's safety record than any other single factor.

"Not one accident at the track has been caused
by defective steering parts since Magnaflux test-
ing was made compulsory," he said.

S. A. Silberman, Indianapolis metallurgist and
racing enthusiast, supervised the Magnaflux
tests at the Speedway from 1939 until 1947, when
he relinquished that responsibility to Magnaflux
Field Engineer Ed Oclon and concentrated on ex-
panded duties as a member of the Speedway tech-
nical committee.

Oclon still represents Magnaflux at the track
each May and he now uses many other methods
of non-destructive testing methods developed by
his company—including Zyglo, Spotcheck, the
portable Magnaflux "Y-5 yoke" and an "eddy cur-
rent" unit. Magnaflux won the Continental Cas-
ualty Company's 1959 award for its outstanding
contributions to safety in auto racing and Oclon
was the recipient of a special award in 1969 for
his individual contributions.

According to Magnaflux Vice President R. G.
Strother, "The purpose of the Indianapolis 500 is
to stage the world's greatest racing spectacle and
to be a proving ground for the entire automotive
industry. Each year new car designs and new
ideas in engineering come to Indianapolis. Magna-
flux checks out a car for structural integrity and
the track gives the final check via the time trials
and race.

"An example of what has been accomplished at
Indianapolis," he continued, "is that all automo-
tive manufacturers now use the same type of non-
destructive tests on their passenger car front
wheel spindles that we first developed here at the
track. Each year that someone brings a new inno-
vation in car design, we find the rejection rate
runs around 10%. Then, the following year, the
part rejection rate drops back to a normal 1%
due to improved engineering, manufacturing and
nondestructive testing."

As Speedway President Tony Hulman looks to
the future with bigger and better plans for the
"500," as manufacturers and drivers introduce
new ideas and engineering concepts, new and dif-
ferent problems will arise to challenge the track's
impressive record of safe performance. But the
Magnaflux Corporation, too, is looking to the fu-
ture with new nondestructive testing methods to
help solve these problems.

Back home again in Indiana.

Victory Lane is like a second home to Clevite 77 engine bearings.
For the past 13 years, every winner of the Indy 500 has ridden on Clevite 77.
And it's a good bet that we'll be back in the winner's circle again this year.
So when you're picking winners, pick Clevite 77.
Available through NAPA Monmouth, TRW Thompson-Toledo, Perfect Circle and Gould brands.
Clevite Bearing Division, Gould Inc.,
Cleveland, Ohio 44110.

GOULD CLEVITE

OFFICIAL SPEEDWAY RECORDS

(Including 1970 Times and Averages)

Laps	Miles	Time	Aver. Miles Per Hour	Driver	Car	Year
			QUALIFYING RECORDS			
1	2½	52.34	171.953	Joe Leonard	STP Oil Treatment Spl.	1968
4	10	3:29.84	171.559	Joe Leonard	STP Oil Treatment Spl.	1968
4	10		178.696	Mike Mosley	Mc Laren	1971
			RACE RECORDS			
1	2½	0:55.38	162.514	Mario Andretti	STP Oil Treatment Spl.	1969
2	5	1:50.35	163.117	Mario Andretti	STP Oil Treatment Spl.	1969
4	10	3:39.68	163.875	Mario Andretti	STP Oil Treatment Spl.	1969
10	25	9:06.70	164.624	Al Unser	Johnny Lightning Spl.	1970
20	50	18:11.70	164.880	Al Unser	Johnny Lightning Spl.	1970
30	75	27:34.80	163.162	Bobby Unser	Rislone Special	1968
40	100	36:43.75	163.358	Bobby Unser	Rislone Special	1968
50	125	46:19.34	161.909	Lloyd Ruby	Daniels Cablevision Spl.	1970
60	150	56:20.40	159.744	Al Unser	Johnny Lightning Spl.	1970
70	175	1:05:24.86	160.515	Al Unser	Johnny Lightning Spl.	1970
80	200	1:14:30.86	161.043	Al Unser	Johnny Lightning Spl.	1970
90	225	1:23:36.58	161.465	Al Unser	Johnny Lightning Spl.	1970
100	250	1:32:47.63	161.649	Al Unser	Johnny Lightning Spl.	1970
110	275	1:42:28.46	161.016	Al Unser	Johnny Lightning Spl.	1970
120	300	1:51:37.35	161.258	Al Unser	Johnny Lightning Spl.	1970
130	325	2:00:45.33	161.483	Al Unser	Johnny Lightning Spl.	1970
140	350	2:09:54.19	161.659	Al Unser	Johnny Lightning Spl.	1970
150	375	2:19:10.77	161.662	Al Unser	Johnny Lightning Spl.	1970
160	400	2:29:03.65	161.008	Al Unser	Johnny Lightning Spl.	1970
170	425	2:38:17.28	161.099	Al Unser	Johnny Lightning Spl.	1970
180	450	2:51:56.79	157.026	Mario Andretti	STP Oil Treatment Spl.	1969
190	475	3:01:32.94	156.982	Mario Andretti	STP Oil Treatment Spl.	1969
200	500	3:11:14.71	156.867	Mario Andretti	STP Oil Treatment Spl.	1969
200	500	3:10:11:56	157.735	AL UNSER	Johnny Lightning 500 Spl.	1971

SPEEDWAY OFFICIAL PHOTOS

- 1971 QUALIFICATION AND ACTION PHOTOS
- OFFICIAL CAR PHOTOS FOR PREVIOUS YEARS
- STANDARD AND GIANT SIZE COLOR POST CARDS
- ROLL FILM AT REGULAR RETAIL PRICES

STUDIO LOCATED UNDER TOWER TERRACE NEAR SOUTHWEST CORNER OF GARAGE AREA ENCLOSURE

The whole class knows why. Do you? They've been through the expanded, better-than-ever Powerama. And though the fun lasted only as long as the tour, they brought back some dandy souvenirs.

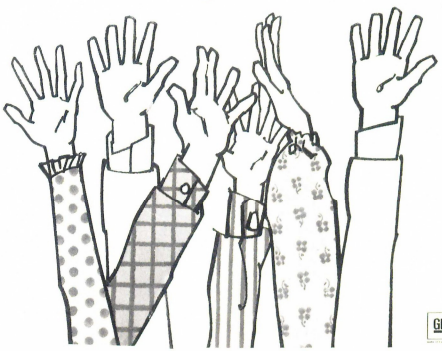
Like an understanding of laser beams, and jet propulsion. Like a good idea of how power is transmitted through gears. And what's being done to control our environment. Even the experience of commanding a 55-ton Patton tank.

It may not make Newtons, Einsteins or Curies of them, but it will explain (and simple enough that even Mom and Dad can understand) how and why things work and move. Which in this day and age are pretty good things to know.

Make your next group project, regardless of age, a tour of Powerama and its brand new exhibits. To reserve a time, call or write: Powerama, 4700 W. 10th Street, Indianapolis. Phone (317) 243-1307. Open weekdays 9-5, Thursdays noon-9 pm.

Detroit Diesel Allison
Division of General Motors Corporation

"Who knows why lenses aren't used in laser photography?"



'500' Oldtimers

1—Eugene C. Pulliam (right), publisher of the Indianapolis News and Indianapolis Star, accepts a special plaque from Tony Hulman for his enthusiastic support of the Indiana 500 Mile Race.

2—Harry Hartz welcomes three longtime Speedway employees to honorary membership in the Indianapolis 500 Oldtimers Club. From left to right are Frances Welker, Frances Derr and June Swango.

3—Tony Hulman receives a handsome award in recognition of his 25 years at the Speedway's helm from USAC President Charles Brockman.

4—Tom Thibert of the A. P. Parts Corporation honors Frank Del Roy for "meritorious service as an outstanding 500-mile race official."

5—Tom Carnegie (left) is rewarded by Harry McQuinn for his service to racing.

10 questions people ask about new Lead-Free Amoco Gasoline

1. Does Lead-Free Amoco really cut pollution?

If every vehicle in America had used Lead-Free Amoco last year, it would have eliminated about 500,000,000 pounds of lead pollution from the air. The average driver would have cut the total by about 5 pounds of lead.

2. Is low-lead gasoline an answer?

Research shows that low-lead gasoline causes almost as much hydrocarbon pollution as a fully leaded gasoline. And low-leads can contribute 100,000,000 pounds of lead pollution to the air every year.

3. Is Lead-Free Amoco right for the new '71 cars?

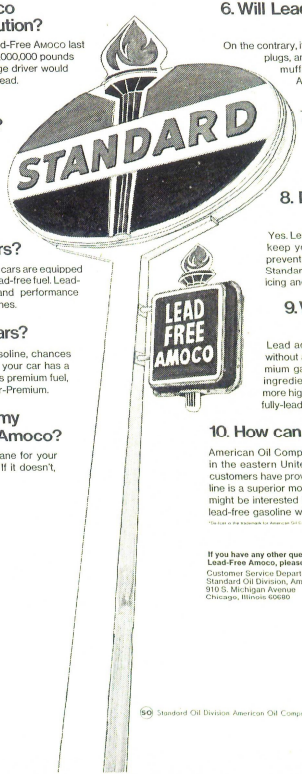
The overwhelming majority of new 1971 cars are equipped with engines designed to operate on lead-free fuel. Lead-Free Amoco has the right octane and performance characteristics for *all* these 1971 engines.

4. What about older cars?

If your car uses a regular grade gasoline, chances are you can use Lead-Free Amoco. If your car has a high compression engine that requires premium fuel, you're better off with American Super-Premium.

5. Do I have to adjust my engine for Lead-Free Amoco?

No. If Lead-Free Amoco has the octane for your engine, no adjustment is necessary. If it doesn't, you shouldn't use it.



6. Will Lead-Free Amoco harm my engine?

On the contrary, it's better for your car. Lead fouls spark plugs, and lead fluids form acids that corrode mufflers and tail pipes. With Lead-Free Amoco these vital parts last up to twice as long.

7. What about mileage?

Lead doesn't contribute to mileage. Lead-free gasoline is blended to give the same good mileage as the leaded gasoline you are now using.

8. Does Lead-Free Amoco have special additives?

Yes. Lead-Free Amoco has special additives to keep your engine and carburetor clean, and prevent possible valve wear. In cold weather, Standard's De-Icer* helps prevent carburetor icing and gas line freeze.

9. Why does it cost more if the lead is out?

Lead adds octane to gasoline. To add octane without adding lead, we use more expensive premium gasoline ingredients (up to 75% premium ingredients by volume). Lead-Free Amoco has more high-octane premium than any regular grade fully-leaded gasoline made.

10. How can I be sure it's perfected?

American Oil Company has been selling lead-free gasoline in the eastern United States for 55 years. In that time, our customers have proved beyond any doubt that lead-free gasoline is a superior motor fuel. We stake our reputation on it. You might be interested to know that Charles Lindbergh used our lead-free gasoline when he flew the Atlantic in 1927.

*De-Icer is the trademark for American Oil Company's gasoline anti-freeze additive.

If you have any other questions about Lead-Free Amoco, please write:
Customer Service Department
Standard Oil Division, American Oil Company
910 S. Michigan Avenue
Chicago, Illinois 60680

SO Standard Oil Division American Oil Company © 1970, The American Oil Company, Chicago, Ill.

Sorry Turtles, The Hare Has Quit Playing

By DALE BURGESS
Associated Press Writer

The weather, that gloomy morning of May 30, 1970, was doing the kind of strip tease in which it specializes around Indiana. A vast crowd funneling into the Indianapolis Motor Speedway, its windshield wipers going "Tsk, tsk," didn't know whether to carry its rain gear to its seats, optimistically leave it in the cars—or go home and come back some other day.

It was a sharp contrast to Memorial Day a year earlier when the racing buffs wheeled in with their windows down, climbed out into blistering sunshine and began fanning themselves with their programs.

A bigger difference may have been that Al Unser's blue and gold Johnny Lightning Special was parked under a waterproof sheet in the No. 1 spot on the starting grid. The year before he was an unhappy spectator with a broken leg from a motorcycle spill on the Speedway infield.

After Al's cracked leg knit, he made such a charge around the U.S. Auto Club circuit that he finished second to champion Mario Andretti, who won the Indianapolis classic, and was a solid favorite as the field awaited the start of the 54th running of the original 500-miler.

The weather finally decided it had teased the folks enough for one day and the race preliminaries got started only a half-hour late. Purdue's All-American Band and 49 others marched and tooted. There was the traditional sequence of music, "On the Banks of the Wabash," "The Star-Spangled Banner," "Taps" and "Back Home Again in Indiana."

Rodger Ward, two-time Indianapolis winner, hopped behind the wheel of the Olds 442 pace car, Speedway President Tony Hulman jumped in with his inevitable movie camera, and the parade lap began.

The 33 cars all started and the drivers scooted around into a neat lineup with Al Unser, surprising Johnny Rutherford and three-time winner A. J. Foyt Jr. up front in the positions they earned in the time trials.

It looked as if there would be a clean start after the parade and pace laps. There wasn't. As Ward whipped the pace car around the No. 4 corner and did a hard left into the pits, a radius rod broke on Jim Malloy's car and he banged into the wall.

He wasn't hurt but another half-hour was shot while USAC officials cleaned up the mess and again lined up the field. Everybody below Malloy's ninth starting position gained a spot without racing a lap.

When the 500 really started, the crowd was repaid for its patience. Rutherford, the 1965 USAC sprint champion, seemed to think he was on one of the half-mile high banks. He rocketed past Al Unser on the first turn and still led through the second. It was a good try but couldn't last against the magnificent Lola-derived car built under supervision of George Bignotti, three-time winning crew chief in the past, with former winner Parnelli Jones and his partner, Vel Miletich, breathing down George's neck.

In short, Al outran Johnny on the long backstretch and settled down to a pace which should have cut about 4 m.p.h. off the 500 record. The only reason it didn't was that at about the three-quarter post (oh, all right, horse haters, make it 400 miles or so) a wheel broke on the car Roger McCluskey was driving in relief for Mel Kenyon. It hit the wall in the third turn and took out Ronnie Bucknum's car.

Blazing fuel trickled down the track, reminiscent of Duke Nalon's 1949 Novi crash. Sam Sessions scraped the wall; Jack Brabham and Jerry Grant spun to avoid contact; and several drivers had to duck into the infield grass to stay out of the fire. Luckily, nobody was hurt then or any other time during the race.

I don't want to leave the impression that nobody tried to catch Al. Virtually everybody did but they couldn't cut the mustard, or more aptly, the Albuquerque chili verde, when Al was on the track.

Al was out of the lead for only 10 laps, during two flurries of pit stops. Foyt, who fouled up his gears shifting down to miss the McCluskey-Bucknum debris, led Laps 49 and 101. Lloyd Ruby, who had charged from 25th to 10th place in five laps, led Laps 50 and 51 before a ring and pinion gear broke.

Brabham led Lap 53, retired after 175 laps when his engine seized. Mark Donohue, who's going to win this race one of these days, took Laps 52 and 102 through 105 and finished second, 32.19 seconds back of the winner.

Attrition from the steel-cracking pace left only 12 cars on the track when Al took the checkered flag, a record $271,697 wave from starter Pat Vidan.

The first million-dollar purse in an auto race was handed out at the Victory Dinner.

Milwaukee's first beer won its second name in 1893.

(and we've been
Pabst Blue Ribbon
ever since)

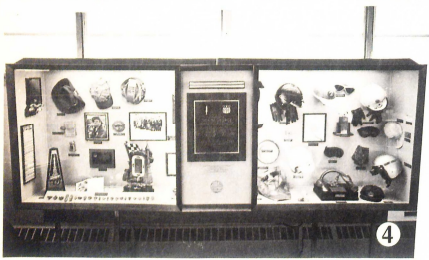
No other beer can wear this blue ribbon symbol of excellence because no other beer earned it.

Today, we still brew Pabst the natural old-time premium way to give you something no other beer has... good old-time flavor. Discover the difference.

First of the Great Milwaukee Brewers • Established 1844

Pabst Brewing Company, Milwaukee, Peoria Heights, Newark, Los Angeles

Museum



1—Harry Hartz, prominent driver as well as car owner and race official over a period of 50 years, stands alongside the massive Edenburn trophy on which his name has been engraved in recognition of his many contributions to automobile racing.

2—Race fans from all parts of the world wait in line to view the Speedway Museum displays during the busy month of May.

3—Eighteen famous race cars, including eleven former "500" winners, are on display along with many historical photos and trophies.

4—One of the newest additions to the display material is an interesting collection of memorabilia assembled by the late Dick McGeorge of the Champion Spark Plug Company. It includes trophies, plaques, helmets, goggles, driving gloves, etc.

INDY 500

THE MOST DEMANDING PERFORMANCE TEST GOING...

...AND Mallory IGNITION WINS AGAIN!

CAR: JOHNNY LIGHTNING 500 SPECIAL
DRIVER: AL UNSER
PLACE: NUMBER ONE
EQUIPPED WITH: MALLORY SUPER-MAG

A precision-built Mallory Ignition System is available for your car ... street, strip, or track. Write now for information or see your dealer.

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Racing's "Alphabet Game" Explained

The Indianapolis 500-Mile Race is sanctioned by USAC, which submits the date of the race to ACCUS-FIA for approval by the CSI for a listing on the sporting calendar of the FIA. This "alphabet game," which is associated with racing, can be very confusing to the average spectator. But an explanation of the authority vested in these various organizations will provide an insight into how international racing is governed.

First, what is the FIA? As its name implies, the Federation Internationale de l'Automobile is a purely international organization, through which automobile clubs from all over the world have gathered in order to improve the development of their activities and the defense of their common interest: the automobile.

The two main activities resulting from the tremendous development of the automobile during the last 60 years are touring and motoring sport. To supervise all sporting matters, the FIA has created the CSI (Commission Sportive Internationale) or the International Sporting Commission. The membership of the CSI is composed of representatives of eighteen countries, selected by the General Assembly of the FIA, and the President of the CSI, who currently is Prince Paul von Metternich of Germany.

The CSI established an International Sporting Code and an International Sporting Calendar. The CSI delegates the authority to enforce its various regulations to National Auto Clubs or ACNs throughout the world.

In many countries, the National Auto Club exercises authority over both touring and sporting affairs. However, in the United States, these two areas are split with the Automobile Competition Committee of the United States (ACCUS) serving as the ACN for sport.

ACCUS has been operating for fifteen years and is managed by a board of directors, which includes in its membership representatives of the four major racing clubs in the United States. They are NASCAR, SCCA, NHRA and USAC (the United States Auto Club). The directors of ACCUS are E. Lee Hall, President, Charles Moran, Jr., George C. Rand, Paul Ceresole, Thomas W. Binford, Frank Falkner, Semon Knudson, Charles T. Brockman, William J. Smyth, William H. G. France, William C. France, Tracy Bird, Wally Parks and Jack Hart.

All applications for dates on the International Sporting Calendar are screened and approved by ACCUS before they are submitted to the CSI. ACCUS also provides an opportunity for the racing clubs to work toward standardization of racing rules in this country and toward coordinated promotion of the sport.

The actual supervision of the Indianapolis race is provided by the United States Auto Club. USAC is managed by a board of directors, which includes in its membership practically every phase of the sport.

The directors of USAC are Charles T. Brockman, President, J. C. Agajanian, A. J. Foyt, Jr., Anton Hulman, Jr., Roger McCluskey, Roger Penske, Howard S. Wilcox, J. Gordon Betz, John Cooper, Ted Halibrand, Robert Moorhead, Herb Porter, Sam Sessions, John Zink, Jr., Lindsey Hopkins, Mel Kenyon, Grant King, Reynold C. MacDonald, Samuel F. Shawhan, Rolla Vollstedt, and Dave Whitcomb.

Both the CSI and ACCUS have established basic rules and specifications. All races on the international calendar must have rules, which conform to these standards, which primarily have to do with safety.

This causes absolutely no inconvenience to USAC and the Indianapolis Motor Speedway, because they have been the leaders for many years in safety regulations. The specifications for the Indianapolis 500-Mile Race are much more strict than the international specifications.

Such safety devices as seat belts and shoulder harnesses, roll bars, safety fuel cells and flame retardant uniforms were all pioneered by USAC. They have now become mandatory for all international events.

There are many other safety regulations in effect for the 1971 Indianapolis event, which ultimately may become standards throughout the world. By participating in the activities of ACCUS, USAC is able to make a contribution to the advancement of racing not only in the United States, but in the rest of the world as well.

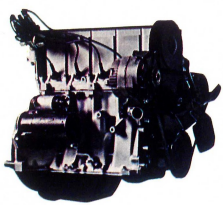
All drivers, who compete in international events, must be licensed by their national club and by the FIA. The CSI has delegated this licensing authority to the ACNs of the individual countries and in the United States, ACCUS has further delegated the authority to its member clubs. Therefore, all drivers, who are members of USAC, apply to USAC for their FIA licenses.

The CSI maintains a list of graded drivers, who are restricted from competing in any but international events held outside their native country. These drivers are primarily those who compete in the Formula I races. Included on the list are such "name" drivers as Denis Hulme, Graham Hill and Jackie Stewart. They are permitted to drive in the Indianapolis race, since it is one of the oldest races on the international calendar. The FIA has given the Indianapolis race the designation as the "Grandes Epreuves" of the United States, a title, which is reserved for the most prestigious race in the country.

Since its inception, the Indianapolis event, has been known as the great international classic. As a result of its association with USAC, ACCUS and the FIA, this reputation is more than an illusion.

When the McLaren team said "U.S. car owners see things like we do"...the men at Reynolds replied, "Sure-aluminum engines under the hood."

Denis Hulme of the 1970 Can-Am champion McLaren team, at Riverside, California, where the team won its 9th victory in 10 Can-Am races.



The engine of the 1971 Vega 2300, with an all-aluminum block made with a high silicon alloy developed by the Reynolds Automotive Team.

When a championship auto racing team builds an engine for its cars, money is no object. They look for performance—period.

To get that performance, the Canadian-American Challenge Cup champion, the McLaren team, used an aluminum engine made with a new alloy. Developed by the men at Reynolds, it's the same alloy that's in the aluminum engine of a new family-type economy car, the Chevrolet Vega 2300.

Years in research, this new alloy makes an engine that gives today's drivers the performance they like: peppy, easy-handling, quick starting and stopping, and excellent gas mileage. Because it's tough and scuff-and-wear-resisting, the alloy eliminates the need for cylinder liners, so the engine is lighter and more economical.

Proven in the most grueling test of all—the rugged Can-Am road racing circuit—the new Reynolds alloy has helped put real automotive performance into the economy price class.

The new alloy is the latest in a long list of developments produced by the Reynolds Automotive Team, the RAT Patrol, working with automotive industry designers, engineers, and leading racing drivers. They've put strong, weight-saving aluminum into dozens of trim and functional parts to help in the continuous effort to give U.S. car buyers better buys every year.

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Marlboro Rewards USAC Drivers

"Mom" Unser (left), mother of the first brother combination to finish first and second in a professional sports series, receives a special Marlboro plaque from Thomas R. Keim and Al Unser (right) displays the 1970 Marlboro Cup emblematic of his national championship.

Al Unser, Bobby Unser and Jimmy McElreath—the top three drivers on the 1970 Marlboro Championship Trail—shared the spotlight and $50,000 in prize money when Marlboro hosted its first annual awards luncheon at the Indianapolis Hilton this past January.

The first prize check of $25,000 and the Marlboro Cup were awarded to Al Unser for his record-breaking 5,130 point total. Making the presentation was Thomas R. Keim, manager of Marlboro racing activities.

Bobby Unser, Al's older brother, received $15,000 second place prize money for his 2,260 point total. Third place money of $10,000 went to Jimmy McElreath for his 2,060 points.

A portrait of Al Unser and his Johnny Lightning 500 Special also was presented to the national champion by Al Craft, section sales manager for the Philip Morris Company.

A special plaque was presented to Mary (Mom) Unser as a tribute to the mother of the first brother combination to finish first and second in a professional sports series and in recognition of the Unser family's contribution to auto racing.

Al's winnings of more than $494,000 (including the Marlboro $25,000) was a new United States Auto Club record, erasing Mario Andretti's 1969 total of $363,283.

"The Marlboro Championship Trail perpetual cup, awarded to Al Unser for his performance as a great driving champion, was designed to emphasize the significance of the sport of auto racing," said Mr. Keim.

The Marlboro Cup is now on display at the Indianapolis Motor Speedway Museum, Speedway, Ind., and later will be displayed at the new Ontario Motor Speedway, Ontario, Calif.

Special Marlboro Championship Trail blazers also were presented to the top three drivers as mementos of their 1970 success.

For the 1971 season, Marlboro is providing $300,000 in prize money to establish the trail as the richest auto racing series in the world.

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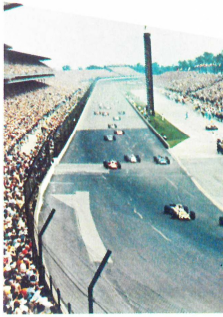
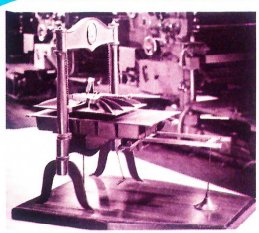


WE'RE BOTH NUMBER 1



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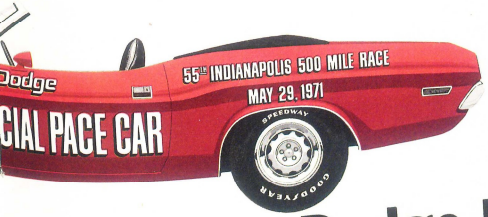

ndianapolis Dodge Dealers.

Time Trials Provide Excitement

By KURT FREUDENTHAL
UPI Sports Writer

Probably no sporting event anywhere will give the fan as extensive and as thrill-packed a preview as the Indianapolis "500," the "grand-daddy" of auto racing.

He can watch his favorite drivers work out day after day for nearly a month, turning lap after lap around the famed 2½-mile oval at blistering speeds in practice, climaxed by "Phase One" of the great spectacle, the time trials.

Traditionally, the Indianapolis Motor Speedway sets aside two weekends for the trials to reduce the original entry field to the fastest 33 car-driver combinations. These constitute the starters for race day—this year Saturday, May 29.

And although each year there are a handful of favorites for the pole position that, in recent years, has gone to the fastest first-day qualifier —anything can happen. Nobody is a "cinch" for the pole, just as nobody is a "shoo-in" to win the big race itself.

Just last year there was a tremendous battle for the pole. Al Unser figured to be among the favorites and A. J. Foyt, who had won the pole spot twice, was expected to challenge for it.

On came a fellow-Texan, Johnny Rutherford, and he nearly got the job done. His first lap average speed of 171.135 miles per hour was the fastest by any 1970 entrant, but Unser's overall performance was more consistent and his time for the four laps was 3:31.49 minutes compared with Rutherford's 3:31.50. That's a difference of 1/100th of a second—about 25 inches for the 10-mile trial run!

Unser's average speed came to 170.221 mph, the fourth-fastest in Speedway history, while Rutherford had to settle for 170.213 mph and runnerup honors—or the middle of the front row. Unser, of course, went on to win the race.

Foyt was third at 170.004 mph, and it marked the first time ever for the entire front row of starters to surpass the 170 mph barrier.

Incidentally, the qualifying procedure for this year was changed, possibly extending the "battle for the pole" past the first day of the time trials.

The rules now read that any car certified for first-day qualifications will be assured of one such opportunity if rain or some other factor makes it necessary for race officials to suspend the trials before all such cars have had a chance to make their initial attempt.

In that case, the first-day qualifying program was to be extended to the next scheduled time trial day. In other words, the "battle for the pole" conceivably could last a couple of days.

There were 17 first-day qualifiers last year but rain cut into the qualifying time and half a dozen or so drivers never had a chance to challenge for the pole, among them veterans Lloyd Ruby, Gary Bettenhausen and Pete Revson. And it was Ruby who, on the morning of the first day of the trials, had turned the fastest unofficial lap—better than 171 mph. This experience contributed greatly to the Speedway management's decision to extend the "battle for the pole" to a second day, if necessary.

The trials have been drama-packed through the years. Back in 1953 Billy Vukovich came roaring out of the No. 4 turn on his final lap when the skies opened up. He hung on, hurtling down the main stretch and disappearing into the No. 1 turn under a downpour, to win the pole at a speed of better than 138 mph and later, the race.

Two years later high winds prevailed on the first day of qualifications and most of the elite drivers decided not to make a run for it. They forgot to give young Jerry Hoyt, a hometown product, a fill-in, and Jerry promptly climbed into his car in late afternoon and qualified at a speed of 140 mph. So shocked were his rivals that none was able to catch him for first-day honors, and Jerry sat on the pole!

In 1950, pint-size rookie Walt Faulkner gave the fans and himself a thrill, averaging the then unheard of speed of 134 mph to win the pole. Still shaking, he climbed out of the cockpit saying his throttle got stuck.

No battle for the pole has been more thrilling than the 1965 edition. First, Mario Andretti set a record of 158.8 mph. Then stylish Scotsman Jimmy Clark broke the 160 mph barrier only to be beaten by Foyt with a pole-winning speed of 161.233 mph a short time later.

"I just had to win the pole back for the United States," quipped "Ol' Tex."

Two years ago another bit of irony occurred. That was the year the entire first weekend went down the drain because of rain. But on the first day of the trials Leon "Jigger" Sirois did have an opportunity to qualify. He averaged slightly better than 162 mph—a speed his crew felt was not good enough to make the field—and he was promptly flagged. Since each car gets three attempts to qualify, weather and time premitting, this appeared to be the right move—on the surface.

But nobody else got a chance to qualify that Saturday and later, two cars were qualified at even slower speeds.

"Jigger" never did make that field. His car owner and crew probably never lived it down: Had they let "Jigger" complete his 10-mile run, he would have sat on the pole!

Once a 33-car starting field has been assembled, the "bumping" process begins—as long as time permits in the four-day trial period. That means, the slowest qualified cars, regardless of when qualified, are eliminated from the race day lineup. A "bumped" driver, however, can attempt to regain a spot in the lineup in a car as yet not in the field.

Last year five cars were "bumped." The most cars eliminated through this process in recent years was 10 in 1954.

For the last dozen years or so, the race winner was a first-day qualifier, in or mighty close to the front row. Eight pole winners have won the race, including Unser last year.

Marlboro

1971 Championship Trail

feb. 28 Rafaela 300 Imly Rafaela, Argentina	**mar. 27** Jimmy Bryan 150 Phoenix International Raceway Phoenix, Arizona	**apr. 25** Trentonian 200 Trenton International Speedway Trenton, New Jersey	**may 29** Indianapolis 500 Indianapolis Motor Speedway Indianapolis, Indiana
june 6 Rex Mays 150 Wis. State Fair Park Speedway Milwaukee, Wisconsin	**june 13** Langhorne 150 Langhorne International Raceway Langhorne, Pennsylvania	**july 3** Schaefer 500 Pocono International Raceway Pocono, Pennsylvania	**july 18** Twin 200's Michigan International Speedway Cambridge Junction, Michigan
aug. 8 Mountaineer 150 Mountaineer Speedway Parkersburg, West Virginia	**aug. 15** Tony Bettenhausen 200 Wis. State Fair Park Speedway Milwaukee, Wisconsin	**sept. 5** California 500 Ontario Motor Speedway Ontario, California	**sept. 26** Trenton 300 Trenton International Speedway Trenton, New Jersey
			oct. 23 Bobby Ball 150 Phoenix International Raceway Phoenix, Arizona

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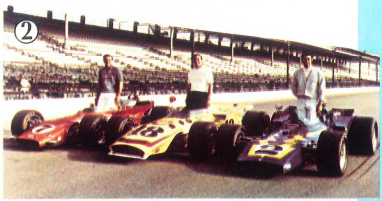


Time Trials

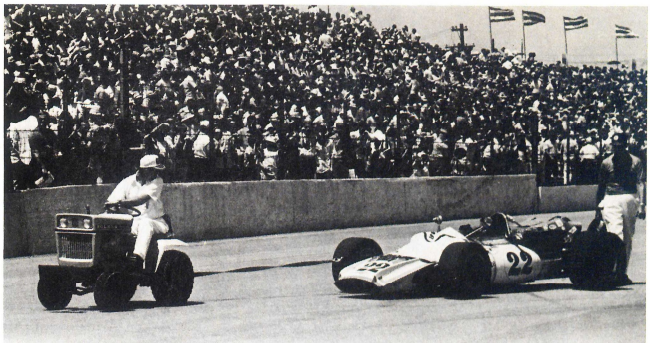
1—Al Unser wins the Sprite award, a huge negotiable check for $6,000, for winning the No. 1 starting position with a speed of 170.221 miles an hour. Sid Collins makes the presentation.

2—Joining Unser and his Johnny Lightning Special No. 2 in the front row are Johnny Rutherford in the Patrick Petroleum Special No. 18 and A. J. Foyt in the Sheraton-Thompson Special No. 7.

3—Arnie Knepper, shown here ready to attempt qualification, falls 7/100 of a second short of the speed necessary for a starting position.

4—Rutherford's crew congratulates him for posting the second-fastest speed of 170.213 miles an hour during the time trials.

5—Mario Andretti is honored by Jim McKay of ABC's Wide World of Sports.



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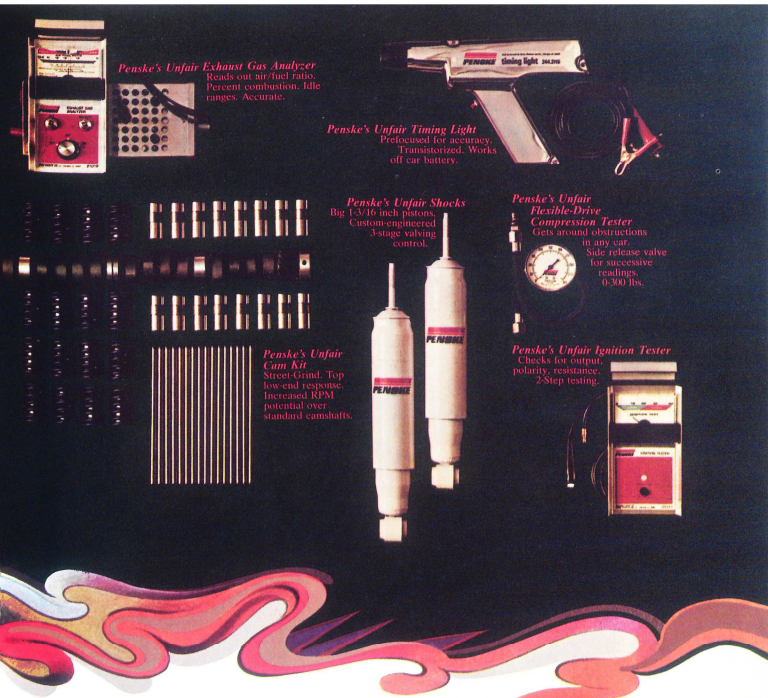
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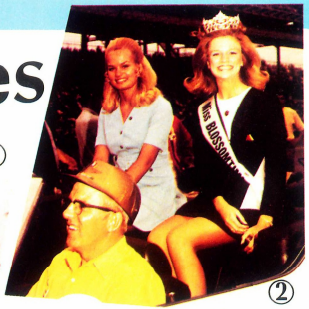

1—Peter Haskell and Diane Dye of television's "Bracken's World" wave to their admirers during the "Cavalcade of Celebrities."

2—Judith Ford (Miss America of 1969) and Sandra Grams (Michigan's Miss Blossomtime) smile as photographers converge on them in the pit area.

3—Jim Garner, film star, who also is an avid racing fan of long standing.

4—Popular trumpet player Al Hirt tours the pit area while awaiting his cue to join the Purdue band for the National Anthem.

5—Kent McCord of television's "Adam 12" and his wife add more glamour to the procession.

6—David Hartman of "The Bold Ones" waves to the crowd and cameramen before putting his own photo equipment to good use.

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TIMES AND AVERAGES

STATISTICS OF THE 1911 500-MILE RACE

Honorary Referee—R. P. Hooper *Starter*—Fred J. Wagner *Pacemaker*—Carl G. Fisher

Open to Cars with a Piston Displacement of 600 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M. P. H.
1	32	Marmon, Harroun	6	4½	5	447.1	6:42:08	74.59
2	33	Lozier, Mulford	4	5⅜	5½	498.6	6:43:29	74.34
3	28	Fiat, Bruce-Brown	4	5	7½	589.0	6:52:12	72.65
4	34	Mercedes, Wishart	4	5.1	7	443.3	6:54:54	72.24
5	31	Marmon, Dawson	4	5⅜	5½	597.2	7:02:02	71.15
6	29	Stutz, Merz & De Palma	4	5	5½	416.8	7:05:29	70.62
7	38	National, Mitchell	4	5	7½	443.1	7:14:07	69.32
8	12	Amplex, Turner	4	5⅛	6⅝	535.2	7:17:09	68.83
9	13	Knox, Belcher	4	5	7½	431.9	7:21:39	67.99
10	23	Jackson, Cobe	4	5	7½	431.9	7:21:39	67.99

Finished—Stutz, Anderson; Mercer, Hughes.

Running at the finish—Firestone, Frazer; National, Wilcox; Mercer, Bigelow; Inter-State, H. Endicott; Velie, Hall; Benz, Knipper, Benz, Burman; Simplex, Bigelow; Fiat, Heame-Parker; Pope-Hartford, Fox; Cutting, Delaney; Jackson, Tower; McFarlan, Marquette; Cole, W. Endicott.

Also started—National, Aitken, 123 laps; Case, Jones, 122; Case, Strang, 109; Westcott, Knight, 96; Case, Jagersberger, 87; Apperson, Lytle, 82; Alco, Grant, 51; Buick, C. Basle, 46; Pope-Hartford, Dishow, 45; Buick, A. Chevrolet, 39; Fiat, Bragg, 24; Jackson, Ellis, 22; Lozier, Tetzlaff, 20; Amplex, Greiffe, 12.

STATISTICS OF THE 1912 500-MILE RACE

Honorary Referee—R. P. Hooper *Starter*—Fred J. Wagner *Pacemaker*—Carl G. Fisher

Open to Cars with a Piston Displacement of 600 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M. P. H.
1	9	National, Dawson	4	5	6½	510.6	6:15:08	79.87
2	3	Fiat, Tetzlaff	4	5	7½	589.0	6:31:29	76.6
3	21	Mercer, Hughes	4	4¾	7½	506.7	6:33:09	76.31
4	24	Stutz, Belt	4	4¾	5½	389.9	6:34:49	76.01
5	14	Schultz, W. Endicott	4	4¾	5½	389.9	6:46:28	73.81
6	5	Stutz, Zengel	4	4¾	5½	389.9	6:50:28	73.09
7	14	White, Jenkins	6	4¾	5¾	409.1	6:52:38	72.70
8	22	Lozier, Horan	4	5⅜	7	544.6	6:59:58	71.49
9	9	National, Wilcox	4	5	7½	589.0	7:00:58	71.31
10	19	Knox, Mulford	4	5⅛	7½	597.16	8:53:00	56.29

Also started—Mercedes, R. DePalma, 198 laps; Cutting, Burman, 196; Mercedes, Wishart, 87; Sampler, Dingley, 116; Lozier, Matson, 107; Stutz, Anderson, 79; Marquette-Buick, Liesaw, 72; Case, Dishow, 67; McFarlan, Marquette, 65; Case, Heame, 54; Firestone, Rickenbacker, 41; National, Bruce-Brown, 24; Lexington, Knight, 7; Opel, Ormsby, 3.

STATISTICS OF THE 1913 500-MILE RACE

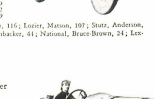
Honorary Referee—Laurens Enos *Starter*—Charles P. Root *Pacemaker*—Carl G. Fisher

Open to Cars with a Piston Displacement of 450 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	16	Peugeot, Goux	4	4.249	7.874	446.13	6:35:05.09	78.924
2	22	Mercer, Wishart	4	4.170	5.909	299.09	6:48:13.89	73.49
3	2	Stutz, Merz	4	5.100	5.500	449.07	7:04:47.89	70.92
4	27	Mercedes, Pullen	6	5.906	7.087	367.52	7:07:38.93	70.58
5	25	Mercedes-Knight, Pilette	4	5.512	5.118	253.35	7:20:15.09	68.15
6	11	Gray Fox, Wilcox	4	4.750	5.500	389.90	7:23:26.33	67.65
7	29	Mercedes, Mulford	4	4.409	7.087	448.66	7:28:05.59	66.95
8	31	Case, Dishow	4	5.100	5.500	449.07	7:29:09.09	66.80
9	35	Mason, Haupt	4	4.375	6.000	330.30	7:52:15.19	63.48
10	23	Tulsa, Clark	4	4.752	5.500	389.20	7:56:18.23	62.99

Running at the finish—Kertson, Burman.

Also started—Stutz, Anderson, 187 laps; Mason, Evans, 118; Axel, Lecaw, 148; Mercer, Bragg, 128; Henderson, Knipper, 125; Isotta, Tetzlaff, 118; Case, Inkrent, 67; Mason, Tower, 51; Isotta, Trucco, 32; Nyberg, H. Endicott, 23; Peugeot, Zuccarelli, 19; Mercer, R. DePalma, 15; Isotta, Grant, 14; Schacht, Jenkins, 13; Stutz, Herr, 7; Case, W. Endicott, 1.



STATISTICS OF THE 1914 500-MILE RACE

Honorary Referee—John A. Wilson *Starter*—Thomas J. Hay *Pacemaker*—Carl G. Fisher

Open to Cars with a Piston Displacement of 450 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M. P. H.
1	16	Delage, Thomas	4	4.13	7.08	379.2	6:03:45	82.47
2	14	Peugeot, Duray	4	4.80	6.18	445.8	6:16:24	80.39
3	19	Delage, Guyot	4	4.13	7.08	379.2	6:17:04	79.49
4	6	Peugeot, Goux	4	4.24	7.08	445.8	6:17:04	79.49
5	3	Stutz, Oldfield	4	4.89	6.00	451.3	6:23:31	78.15
6	9	Excelsior, Christiaens	6	3.80	6.50	445.6	6:27:24	77.44
7	27	Sunbeam, Grant	6	4.14	5.90	473.9	6:56:22	75.69
8	5	Bravet-Bullet, Renee	4	5.10	5.50	449.1	6:59:37	74.82
9	25	Maxwell, Carlson	4	4.29	8.00	445.3	7:02:42	70.97
10	42	Duesenberg, Rickenbacker	4	4.49	6.00	379.3	7:03:34	70.83

Finished—Mercedes, Mulford; Duesenberg, Haupt; Keeton, Kuppe.

Also started—Peugeot, Boillot, 148 laps; Bugatti, Friedrich, 131; Burman, Dishow, 128; Mercer, Wishart, 122; Stutz, Cooper, 118; Mercer, Bragg, 117; King, Klein, 87; Brandeis, Chandler, 69; Gray Fox, Wilcox, 67; Mason, Mason, 65; Burman, Burman, 47; Mamton, Dawson, 44; Stutz, Anderson, 42; Isotta, Galhouley, 41; Maxwell, Tetzlaff, 38; Sunbeam, Chassagne, 29; Ray, Brock, 2.

STATISTICS OF THE 1915 500-MILE RACE

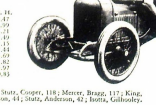
Referee—A. R. Pardington *Starter*—Thomas J. Hay *Pacemaker*—Carl G. Fisher

Open to Cars with a Piston Displacement of 300 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	2	Mercedes, R. DePalma	4	3.620	6.500	274.9	5:33:33.51	89.84
2	3	Peugeot, Resta	4	3.620	6.570	276.9	5:37:14.91	88.91
3	5	Stutz, Anderson	4	3.900	6.480	293.3	5:47:27.38	87.09
4	4	Stutz, E. Cooper	4	3.898	6.480	293.1	5:48:12.58	86.97
5	15	Duesenberg, Mulford	4	3.620	6.500	274.9	6:06:15.75	85.47
6	8	Peugeot, Burman	4	3.600	7.000	296.0	6:13:19.61	80.36
7	1	Stutz, Wishart	4	3.898	6.484	298.5	6:14:19.75	80.14
8	10	Duesenberg, Alley	4	3.900	6.000	269.0	6:43:58.01	74.97
9	19	Maxwell, Carlson-Hughes	4	3.750	6.750	298.0	6:49:35.09	78.96
10	7	Sunbeam, Van Raalte	4	3.700	6.360	274.9	6:55:23.43	73.87

Finished—Emden, Haupt.

Also started—Sunbeam, Grant, 184 laps; Maxwell, Orr, 168; Sunbeam, Pupurats, 164; Scheing, J. Cooper, 154; Duesenberg, Mulford, 124; Peugeot, Babcock, 117; Elkhart, Elkin, 111; Maxwell, Rickenbacker, 105; Comelian, Chevrolet, 76; Delage, J. DePalma, 41; Mais, Mais, 23; Bugatti, Hill, 20; Purcell, Coe, 12.



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TIMES AND AVERAGES

STATISTICS OF THE 1916 300-MILE RACE

Referee—Howard Marmon *Starter*—George M. Dickson *Pace Car*—Premier "6"

Open to Cars with a Piston Displacement of 300 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M. P. H.
1	17	Peugeot, Resta	4	3.62	6.03	274	3:44:17	84.09
2	2	Duesenberg, D'Alene	4	3.62	6.10	274	3:47:15	83.24
3	10	Peugeot, Mulford	4	3.62	6.10	274	3:57:16	47.94
4	19	Duesenberg, Williams	6	3.18	5.90	299	3:46:36	79.44
5	15	Delage, Oldfield	6	3.12	6.30	290	3:47:19	79.18
6	4	Maxwell, Henderson	4	3.75	6.75	298	3:49:36	78.25
7	29	Premier, Wilcox	4	3.50	6.70	274	4:00:54	74.78
8	26	Crawford, Johnson	4	3.75	6.75	298	4:01:51	74.41
9	24	Crawford, Chandler	4	3.75	6.75	298	4:02:45	74.16
10	9	Ostewig, Hadie	4	4.34	5.00	295	4:03:19	74.02

Finished—Ogren, Alley.

Also started—Frontenac, L. Chevrolet, 82 laps; Premier, Anderson, 75; Crawford, Lewis, 71; Peugeot, Aitken, 69; Delage, DeVigne, 61; Premier, Rooney, 48; Frontenac, A. Chevrolet, 33; Peugeot, Merz, 25; Maxwell, Rickenbacker, 9; Peasun, Franchi, 9.

STATISTICS OF THE 1919 300-MILE RACE

Referee—E. V. Rickenbacker *Starter*—E. C. Patterson *Pace Car*—Packard V-12

Open to Cars with a Piston Displacement of 300 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	9	Peugeot, Wilcox	4	3.60	6.70	274.6	3:00:42.87	88.03
2	18	Durant, Hearne	4	3.66	6.50	296.6	3:41:29.04	87.69
3	6	Peugeot, Goux	4	3.60	6.70	274.6	3:49:06.18	85.58
4	32	Ballot, Guyot	8	2.92	5.52	296.0	3:55:16.27	83.94
5	26	Bender, Alley	4	3.625	6.50	268.6	4:00:31.18	81.14
6	4	Packard, R. DePalma	12	2.617	4.00	299.7	6:10:10.64	81.04
7	7	Hartford, Chevrolet	4	3.875	6.375	299.5	6:10:10.92	81.04
8	27	Hearne, Vail	6	3.500	5.00	288.6	6:12:42.00	80.49
9	21	Stickel, Hickey	6	3.500	5.00	288.6	6:13:37.24	80.22
10	48	Frontenac, G. Chevrolet	4	3.875	6.375	299.5	6:37:21.79	75.70

Finished—Ballot, Thomas; Stutz, Cooper; Shannon, Shannon; Hudson, Hahe.

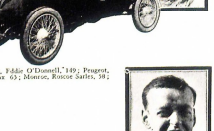
Also started—Baby Peugeot, Boill 4, 103 laps; Peugeot, Howard, 136; Duesenberg, D'Alene, 129; Boumer, Le Cocq, 96; Peugeot, Klein, 79; Detroit, Kirkpatrick, 69; Duesenberg, O'Donnell, 60; Ballot, Babbit, 61; Duesenberg, Milton, 59; Boumer, Hirke, 56; Chevrolet, Durant, 54; Ballot, Wagner, 44; Thurman, Thurman, 44; Tolt, Tolt, 44; Frontenac, Boyer, 30; Frontenac, Mulford, 37; McCoy, McCoy, 36; Richards, Brown, 14; Oldfield, Sarles, 8.

STATISTICS OF THE 1920 300-MILE RACE

Referee—Hon. Clifford Ireland *Starter*—E. C. Patterson *Pace Car*—Marmon "34"

Open to Cars with a Piston Displacement of 183 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	9	Monroe, Gaston Chevrolet	8	3.175	3.9375	182.5	5:30:32.09	88.62
2	23	Ballot, Roscoe Sarles	8	3.32	3.41	181.9	5:34:34.09	89.79
3	10	Duesenberg, Jimmy Milton	8	2.5	4.625	181.5	5:45:02.48	86.75
4	12	Duesenberg, Jimmy Murphy	8	2.5	4.625	181.5	5:52:31.35	85.14
5	2	Ballot, Ralph DePalma	8	2.56	4.41	181.9	6:05:31.15	82.17
6	31	Duesenberg, Eddie Hearne	8	2.5	4.625	181.5	6:10:21.65	81.00
7	26	Ballot, Jean Chassagne	8	2.56	4.41	181.9	6:47:12.53	73.99
8	24	Mourre, Joe Thomas	8	3.125	3.9375	181.9	6:51:41.59	72.99
9	34	Bedford, Ralph Mulford	8	2.5	4.625	181.5	7:17:14.25	68.61
10	15	Revere, Henderson Alley	8	2.5	4.625	181.5	7:25:33.93	67.38



Also started—Richards Special, John Bulleg, 199 laps; Frontenac, Joe Boyer, 192; Peugeot, Ray Howard, 156; Duesenberg, Eddie O'Donnell,"149; Peugeot, Jules Goux, 140; Mercer, "Jim Haigt, 136; Frontenac, Bruno Hill, 115; Mourre, Louis Chevrolet, 94; Peugeot, Howard Wilcox 63; Monroe, Roscoe Sarles, 58; Frontenac, Art Klein, 49; Gregoire, Jean Porporato, 23; Peugeot, Andre Boillot, 16.

STATISTICS OF THE 1921 500-MILE RACE

Honorary Referee—David Beecroft *Starter*—Thomas J. Hay *Pace Car*—HCS "6"

Open to Cars with a Piston Displacement of 183 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	2	Frontenac, Tommy Milton	8	2.823	4.023	182.3	3:34:44.65	89.62
2	6	Duesenberg, Ronnie Sarles	8	2.5	4.625	181.855	5:30:38.03	90.84
3	23	Frontenac, Percy Ford	8	3.125	3.937	182.15	5:52:50.39	85.03
4	25	Duesenberg, Harry Mulford	8	2.5	4.625	181.855	5:53:39.30	84.95
5	16	Sunbeam, Ora Haibe	8	2.56	4.41	181.94	5:57:58.28	84.28
6	9	Duesenberg, Albert Guyot	8	2.5	4.625	182.672	6:01:17.70	83.01
7	3	Leach Special, Ira Vail	8	2.687	4.09	181.68	6:18:17.47	80.13
8	21	Duesenberg, Bruno Hill	8	2.5	4.625	183.518	6:19:06.74	79.11
9	7	Frontenac, Ralph Mulford*	8	2.625	4.093	182.152	6:70:08.64	69.84

*Flagged 177th lap; awarded 9th place; only car running.

Also at rest—Sunbeam, Rene Thomas, 144 laps; Frontenac, Tom Alley, 133; Ballot, Ralph DePalma, 112; Revere, Eddie Hearne, 111; Duesenberg, Jimmy Murphy, 111; Junior Special, R. J. Britt, 91; Frontenac, C. W. Van Ranst, 87; Duesenberg, Joe Boyer, 71; Peugeot, Jean Chassagne, 65; Frontenac, Jules Ellingler, 49; Ballot, Durocq, Andre Boillot, 41; Junior Special, Louis Fontaine, 33; Duesenberg, Joe Thomas, 24; Peugeot, Howard Wilcox, 22; Frontenac, entered but did not qualify; Durant Duesenberg (withdrawn), Tommy Milton.

STATISTICS OF THE 1922 500-MILE RACE

Referee—Richard Kennerdell *Starter*—E. V. Rickenbacker *Pace Car*—National 8

Open to Cars with a Piston Displacement of 183 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	B. -	Stroke	Piston Displace.	Time	M.P.H.
1	11	Murphy Special, Jas. A. Murphy	8	2.5	4.0	181.44	5:17:30.79	94.48
2	12	Duesenberg, Henry Hartz	8	2.398	4.3	181.9	5:20:44.19	93.55
3	15	Ballot, Eddie Hearne	8	2.56	4.218	180.1	5:22:26.66	93.04
4	17	Duesenberg, Ralph DePalma	8	2.531	4.5	181.15	5:31:04.65	90.61
5	31	Duesenberg, Ora F. Haibe	8	2.89	4.5781	177.14	5:31:13.45	90.57
6	24	Duesenberg, G. W. Wonderlich	8	2.393	4.5	181.38	5:37:37.84	88.79
7	5	Durant, Tommy Milton	8	2.56	4.625	181.855	5:40:19.56	88.00
8	14	Durant Duesenberg, Ira Vail	8	2.531	4.553	183.53	5:40:55.36	87.88
9	26	Monroe, Tom Alley	8	3.175	3.9375	181.94	5:55:15.46	84.39
10	10	Duesenberg, Joe Thomas	8	2.562	4.5	181.28	6:03:24.23	82.55

Finished—Frontenac, E. G. Baker; Durant Special, R. Clifford Durant; Bentley, W. Douglas Hawkes.

Also started—Monroe, Wilbur D'Alene, 160 laps (flagged); Leach Special, Frank Elliott, 155; Monroe, Lora L. Corum, 109; Fronty-Ford, C. Glenn Howard, 165; Frontenac, Ralph Mulford, 161; Fronty-Ford, John Cutter, 160; Frontenac, Peter DePaolo, 119; Frontenac, Art Klein, 100; Frontenac, Leon Duray, 94; Frontenac, Roscoe Sarles, 88; Leach Special, Tommy Milton, 44; Ballot, Jules Goux, 23; Duesenberg, Jules Ellingloe, 23; Peugeot, Howard Wilcox, 7.

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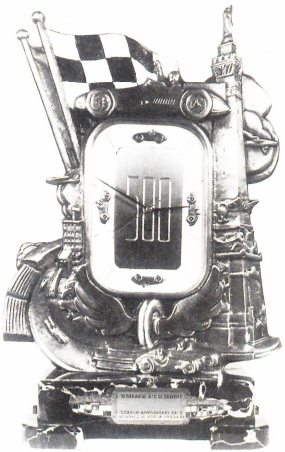

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TIMES AND AVERAGES

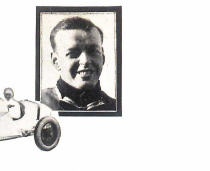
STATISTICS OF THE 1923 500-MILE RACE

Honorary Referee—John Oliver La Gorce *Starter*—E. V. Rickenbacker *Pace Car*—Duesenberg 8

Open to Cars with an Engine Piston Displacement of 122 Cubic Inches or Under

Single-Seat Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	1	H. C. S. Special, Tommy Milton	8	2.344	3.360	129.75	3:29:30.37	90.95
2	7	Durant Special, Harry Hartz	8	2.344	3.500	129.75	3:33:05.90	90.06
3	3	Durant Special, James Murphy	8	2.344	3.500	129.75	3:49:36.74	84.08
4	6	Durant Special, Eddie Hearne	8	2.344	3.500	129.75	3:46:14.25	86.65
5	23	Barber-Warnock Sp'l, L. L. Corum	4	3.115	4.060	122.99	6:01:16.81	82.98
6	21	Durant Special, Dave Evans	8	2.344	3.500	129.75	3:47:08.81	86.27
7	5	Durant Special, E. A. Cooper	8	2.344	3.500	129.75	6:09:06.39	82.17
8	15	Mercedes Special, Max Sailer	4	2.765	5.020	119.40	6:11:49.69	80.68
9	19	Bugatti Special, Prince de Cystria	8	2.362	3.468	121.75	6:36:24.58	77.64
10	31	Duesenberg Special, Phil Shafer	8	2.374	3.422	121.40	6:40:04.98	74.98



Finished—Mercedes Special, Christian Werner.

Also started—Bugatti, Pierre de Vaccary, 166 laps; Durant Special, Leon Duray, 116; Packard, Dario Resta, 88; Packard, Ralph DePalma, 69; Durant Special, Harlan Fengler, 69; H. C. S. Special, Howard Wilcox, 60; Packard, Joe Boyer, 59; Miller Special, J. Bennett Hill, 41; Bugatti, Count L. Zborowski, 41; Durant Special, Earl P. Cooper, 22; Bugatti, Raul Bagnis, 19; Mercedes Special, L. Lautenschlager, 14; Bugatti Special, Martin de Alzaga, 6.

STATISTICS OF THE 1924 500-MILE RACE

Honorary Referee—Henry Ford *Starter*—W. S. Gilbreath *Pace Car*—Cole V-8

Open to Cars with an Engine Piston Displacement of 122 Cubic Inches or Under

Single-Seat Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	15	Duesenberg Special, L. L. Corum Joseph Boyer	8	2.380	3.422	121.9	5:05:23.51	98.23
2	8	Miller Special, Earl Cooper	8	2.345	3.50	120.75	5:06:47.34	97.79
3	2	Miller Special, James Murphy	8	2.345	3.50	120.75	5:09:13.19	97.02
4	7	Durant Special, Harry Hartz	8	2.345	3.50	120.75	5:10:44.39	96.54
5	3	Miller Special, Bennett Hill	8	2.345	3.50	120.75	5:11:00.07	96.46
6	12	Duesenberg Special, Peter De Paolo	8	2.380	3.422	121.9	5:18:08.35	94.30
7	14	Durant Special, Fred Comer	8	2.345	3.50	120.75	5:21:06.91	93.42
8	4	De Vaul Special, Ira Vail	8	2.345	3.50	120.75	5:24:38.07	92.41
9	32	Monroe Special, Antoine Moussa	8	2.345	3.50	120.75	5:26:55.62	91.76
10	19	Miller Special, Robert McDonogh	8	2.345	3.50	120.75	5:31:26.73	90.51

Finished—Miller Special, Jules Ellingboe; Durant Special, G. W. Wonderlich.

Also started—Miller Special, Tommy Milton, 119 laps; Durant Special, R. C. Durant, 199 laps; Duesenberg Special, Joe Boyer, 177 laps; Duesenberg Special, Austerberg, 2 laps; Durant Special, E. Hearne, 153 laps; Barber-Warnock Special, Wm. Hunt, 191 laps (flagged); Barber-Warnock Special, P. L. Harder, 176 laps (flagged); Barber-Warnock Special, A. E. Moss, 177 laps (flagged); Schmidt Special, Ora Haler, 182 laps (flagged); Frank Elliott, 189.

STATISTICS OF THE 1925 500-MILE RACE

Honorary Referee—Charles Schwab *Starter*—Seth Klein *Pace Car*—Rickenbacker "8"

Open to Cars with a Piston Displacement of 122 Cubic Inches or Under

Single-Seat Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	12	Duesenberg Special, Peter De Paolo	8	2.380	3.421	121.780	4:56:39.45	101.13
2	7	Durant Special, Harry A. Hartz	8	2.345	3.500	120.759	5:03:07.15	100.02
3	9	Duesenberg Special, Ora Haler	8	2.375	3.406	120.389	4:59:26.79	100.38
4	6	Miller Special, Harry A. Hartz	8	2.345	3.500	120.759	5:00:21.59	99.89
5	4	Miller Special, Tommy Milton	8	2.342	3.500	120.759	5:00:38.53	99.82
6	28	Miller Special, Leon Duray	8	2.345	3.500	120.759	5:08:12.01	97.51
7	8	Miller Special, Ralph De Palma	8	2.345	3.500	120.759	5:09:46.86	96.99
8	10	Duesenberg Special, Peter Kreis	8	2.375	3.406	120.389	5:11:26.86	96.52
9	18	Miller Special, Dr. W. E. Shuttac	8	2.345	3.500	120.759	5:15:20.68	95.74
10	22	Fiat Special, Pietro Bordino	8	2.375	3.437	121.900	5:16:37.07	94.75

*Front Drive model.

Finished—Miller Special, Fred Comer; Miller Special, Frank B. Elliott.

Also started—Miller Special, Earl Devore, 198 laps; Miller Special, Robert McDonogh, 188; Duesenberg Special, W. D. Morton, 165; Miller Special, Ralph Hepburn, 144; Junior Eight Special, Earl P. Cooper, 122; Miller Special, Bennett Hill, 69; Jones-Wurster Special, L. H. Jones, 69; B. J. Special, Ira Vail, 63; Skelly Special, M. C. Jones, 33; Miller Special, Jules Ellingboe, 25.

STATISTICS OF THE 1926 500 MILE RACE

Honorary Referee—Arthur Brisbane *Starter*—Seth Klein *Pace Car*—Chrysler

Open to Cars of a Piston Displacement of 91½ Cubic Inches or Under

(Race Called at 400 Miles Account Rain)

Single-Seat Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Miles Driven Piston When Displ. Flagged	Time	Average
1	17	Miller Special, F. Lockhart	8	2.1875	3.00	99.2 400	4:10:14.95	95.904
2	3	Miller Special, Harry Hartz	8	2.1875	3.00	99.2 400	4:10:30.41	94.982
3	36	Boyle Spec., Cliff Woodbury	8	2.144	2.625	90.2 395	4:11:46.55	94.131
4	8	Miller Special, Fred Comer	8	2.1875	3.00	99.2 389½	4:11:55.35	94.080
5	14	Duesenberg Special, P. DePaolo	8	2.286	2.750	90.3 382½	4:10:41.99	91.544
6	11	Miller Special, Frank Elliott	8	2.144	2.625	90.6 380	4:10:46.64	90.917
7	34	Miller Special, Ralph Hepburn	8	2.144	2.625	90.6 377½	4:10:53.93	90.276
8	10	Elcar Special, John Duff	8	2.344	2.625	90.6 377½	4:11:59.68	89.883
9	4	Miller Special, Phil Shafer	8	2.1875	3.00	99.2 367½	4:11:51.10	87.551
10	20	Miller Special, Jules Ellingboe	8	2.1875	3.00	99.2 367½	4:11:29.66	87.697

Also started—Miller Special, Tony Gulotta, 147 laps; Miller Special, Bennie Hill, 136; Abell Special, Dan Hoyer, 102; Eldridge Special, W. D. Hawkes, 92; Miller Special, Leo Lewis, 92; Miller Special, Earl Cooper, 71; Locomobile Special, Cliff Durant, 61; Duesenberg Special, Ben Jones, 54; Eldridge Special, E. A. Eldridge, 46; Schmidt Special, Lora Cramp, 45; Schmidt Special, Ora Haler, 42; Duesenberg Special, Jules Ellingboe, 39; Locomobile Special, Leon Duray, 35; Nickel Plate Special, Fred Erickkide, 23; Hamlin Special, Jack McCarver, 21; Miller Special, "Boo" MacDougall, 19; Miller Special, Lee Wm. E. Shuttac, 16; Guyot Special, Albert Guyot, 9.

STATISTICS OF THE 1927 500-MILE RACE

Honorary Referee—Charles F. Kettering *Starter*—Geo. Townsend *Pace Car*—LaSalle

Open to Cars of a Piston Displacement of 91½ Cubic Inches or Under

Single-Seat Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	32	Duesenberg, George Souders	8	2.750	2.34375	99.0	5:07:35.08	97.545
2	10	Miller, Fred Comer	8	2.1875	3.000	99.2	5:09:35.75	93.804
3	27	Miller, Harry Hartz	8	2.1875	3.000	99.2	5:22:05.88	93.139
4	29	Jase Special, Wilbur Shaw	8	2.1875	3.000	99.2	5:22:05.88	93.139
5	21	Duesenberg, Dave Evans	8	2.750	2.34375	99.0	5:22:12.05	93.110
6	14	Cooper Special, Bob McDonogh	8	2.1875	3.000	99.2	5:30:27.71	90.782
7	16	Miller Special, Edie Hearne	8	2.1875	3.000	99.2	5:31:03.74	90.610
8	6	Durant Special, Tommy Milton	8	2.1875	3.000	99.2	5:33:05.74	90.044
9	25	Miller Special, Frank Elliott	8	2.1875	3.000	99.2	5:32:36.21	85.001
10	3	Junior Eight Special, Frank Elliott	8	2.34375	2.625	90.6	6:35:26.07	79.929
			8	2.34375	2.625	90.6	6:35:23.69	78.244

Also started—Miller Special, George Fraser, 178 laps; Nickel Plate Special, Jim Hill, 167; Perfect Circle Duesenberg, Ben Shoaff, 136; Thompson Valve Duesenberg, Wade Morton, 97; Miller Special, Al Melcher, 144; Miller Special, Louis Schneider, 137; Cooper Special, Bob Swanson, 136; Perfect Circle Miller, Pete Kreis, 81; Miller Special, Tracy Brannon, 80; Miller Special, Frank Brannon, 42; Miller Special, Al Conover, 41; Miller Special, Wilbur Shaw, 41; Miller Special, H. Kohler, 41; Boyle Valve Special, Ralph Hepburn, 31; Miller F. W. D. Special, Harry Hartz, 28; Perfect Circle Miller, Louis Meyer, 25; Fronty Special, Dolf Stapp, 24; Boyle Valve Special, Jack Petrucci, 22; Miller F. W. D. Special, Leon Duray, 21.

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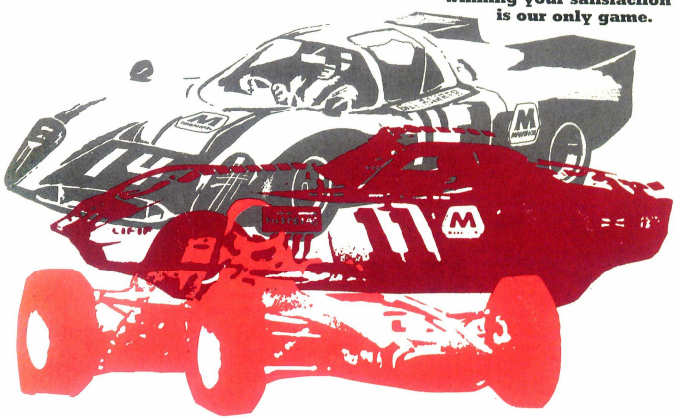

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TIMES AND AVERAGES

STATISTICS OF THE 1928 500-MILE RACE

Honorary Referee—Larry P. Fisher *Starter*—Lt. Chester Maitland *Pace Car*—Marmon

Open to Cars of a Piston Displacement of 91½ Cubic Inches or Under

Single-Seat Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displac.	Time	M.P.H.
1	14	Miller Special, Louis Meyer	8	2.1875	3.000	90.2	5:00:15.25	99.482
2	28	Miller Special, Lou Moore	8	2.1875	3.000	90.2	5:03:03.64	98.854
3	3	S. A. L. Special, George Souders	8	2.1875	3.000	90.2	5:06:01.04	98.244
4	15	Simplex Piston Ring Special, Ray Keech	8	2.1875	3.000	90.2	5:21:28.45	95.329
5	27	Miller Special, Peter DePaolo	8	2.1875	3.000	90.2	5:31:47.51	93.394
6	7	Miller Special, Babe Stapp	8	2.1875	3.000	90.2	5:33:50.40	92.988
7	43	Boyle Valve Special, Billy Arnold	8	2.1875	3.000	90.2	5:39:16.09	91.111
8	27	S. A. L. Special, Fred Frame	8	2.2812	3.000	91.2	5:39:28.09	90.889
9	25	Boyle Valve Special, Fred Comer	8	2.1875	3.000	90.2	5:37:29.89	88.889
10	8	Buster Special, Benny Galotto	8	2.1875	3.000	90.2	5:37:50.11	88.888

Finished—Annacost Special, Louis Schneider; Boyle Valve Special, Dave Evans.

Also started—Elgin Piston Pin Special, Henry Kohlert, flagged at 450 miles; Miller Special, Deacon Litz, flagged at 402.5 miles; Duesenberg Special, Jimmy Gleason, out at 193 laps; Detroit Special, Clif Durant, 173; Marmon Special, Johnny Seymour, 133; Chevrolet Special, Earl Devere, 103; Miller Special, Leon Duray, 133; Annacost Special, Sammy Ross, 133; Duesenberg Special, Ira Hall, 113; Marmon Special, Peter Kreis, 73; Boyle Valve Special, Clif Woodbury, 53; Miller Special, Ralph Hepburn, 48; Flying Cloud Special, Wilbur Shaw, 42; Duesenberg Special, Benny Shoaf, 33; Green Special, C. W. Belt, 32; Miller Special, Clif Burgess, 7; Marmon Special, Russell Snowberger, 4.

STATISTICS OF THE 1929 500-MILE RACE

Honorary Referee—H. S. Firestone *Starter*—L. P. Fisher *Pace Car*—Studebaker

Open to Cars of a Piston Displacement of 91½ Cubic Inches or Under

Single-Seat Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displac.	Time	M.P.H.
1	2	Simplex Piston Ring Special, Ray Keech	8	2.1875	3.000	90.2	5:07:25.42	97.585
2	3	Miller Special, Louis Meyer	8	2.1875	3.000	90.2	5:13:40.25	95.996
3	53	Duesenberg Special, Jimmy Gleason	8	2.2460	2.750	90.3	5:20:10.46	95.099
4	41	Maniscope Special, Fred Frame	8	2.1875	3.000	90.2	5:30:52.92	93.742
5	43	Boyle Valve Special, Billy Arnold	8	2.1950	3.000	91.0	5:31:35.09	94.742
6	48	Chevrolet Special, W. H. Gardner	8	2.1875	3.000	90.2	5:39:24.27	88.530
7	6	Delage Special, Louis Chiron	8	2.1969	2.992	89.9	5:41:17.85	87.728
8	9	Boyle Valve Special, Billy Arnold	8	2.1875	3.000	90.2	5:37:31.77	85.909
9	25	Annacost-Miller Special, Clif Burgess	8	2.1875	3.000	90.2	6:11:44.99	80.793
10	34	Cooper Special, Fred Frame	8	2.1875	3.000	90.2	Flagged 195 laps	

Also started—Burbach Special, Frank Brisko, flagged at 410 miles; Miller Special, Phil Shafer, flagged at 373 miles; Miller-Maiscie Special, Lou Moore, out at 198 laps; Miller Special, Frank Farmer, 180; Miller Special, Wesley Crawford, 177; Detroit Special, Pete Kreis, 91; Packard Cable Special, Anthony Gulotta, 91; Miller Special, Bob McDonough, 74; Pittsburgh-Miller Special, Bill Landis, 70; Annacost-Miller Special, Herman Schurch, 59; Cooper Special, Johnny Seymour, 65; Packard Cable Special, Leon Duray, 61; Miller Special, Rexford Decker, 60; Russo-Duray Special, Deacon Litz, 56; Richard Brothers Special, Albert Kanaly, 56; Buescher Duesenberg Special, Lionel Ruppert, 46; Packard Cable Special, Russell Snowberger, 44; Miller Special, Babe Stapp, 40; Thompson Products Special, Jules Moineau, 30; Boyle Valve Special, Peter DePaolo, 25; Packard Cable Special, Ralph Hepburn, 14; Duesenberg Special, Bill Spence, 14; Boyle Valve Special, Clif Woodbury, 3.

STATISTICS OF THE 1930 500-MILE RACE

Honorary Referee—Vincent Bendix *Starter*—Grantland Rice *Pace Car*—Cord

Open to Cars with a Piston Displacement of 366 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displac.	Time	M.P.H.
1	4	Miller Hartz Special, Billy Arnold	8	2.625	3.500	151.3	4:58:39.72	100.448
2	16	Miller-Schofield Special, Wm. Cantlon	4	3.750	4.125	183.0	5:05:57.18	98.034
3	17	Bowes Seal Fast Special, L. Schneider	8	2.718	3.156	150.3	5:09:11.35	97.093
4	1	Samson Special, Louis Meyer	8	3.125	3.719	230.9	5:14:37.61	95.253
5	21	Jackson Special, Myron Stevens	8	2.875	3.563	742.3	5:20:55.11	93.557
6	24	Jones & Maley Special, Dave Evans	8	2.750	3.156	150.0	5:24:04.39	92.571
7	15	Coleman Special, Phil Shafer	4	3.750	4.125	183.0	5:29:57.57	90.921
8	22	Russell 8 Special, Russell Snowberger	8	3.500	4.125	356.0	5:36:20.96	89.166
9	23	Allen-Miller Special, Leslie Allen	4	3.750	4.125	183.0	5:39:51.51	85.749
10	27	Hunt Special, L. L. Corum	4	3.125	4.500	227.6	5:53:32.09	83.340

Also started—Wright Special, Claude Burton, flagged at 196 laps; Mantrari Special, L. P. Curinetta, flagged at 185; Fenny Special, Chester Miller, flagged at 161; Buttner Bros. Special, Harry Buttner, flagged at 127; Mayo Special, Mel Kenealy, flagged at 125; Miller Special, Zeke Meyer, 117; Gudersen Special, Ernie Topliff, 121; Romthe Special, J. C. McDonald, 112; Slade Special, Roland Free, 89; Mayo Special, Tony Gulotta, 75; Bethelone Special, Frank Farmer, 69; Empire State Special, Wilbur Shaw, 51; Gosma Special, Joe Huff, 48; Auburn Special, Joe Cassis, 45; Miller Special, Al Devere, 41; Nash Special, Ce Marshall, 29; Du Pont Special, Charles Moran, Jr., 21; Waverly Oil Special, Jimmy Gleason, 22; Gudersen Special, Lou Moore, 25; Duesenberg Special, Deacon Litz, 22; Duesenberg Special, Babe Stapp, 10; Cassis Special, Johnny Seymour, 11; Duesenberg Special, Fred Frame, 10; Miller Special, Marion Trexler, 29; Miller Special, Speed Gardner, 14; Maserati Special, B. Borzacchini, 7; Hoosier Special, Rex Dicker, 8; Buckeye Special, Clet Gardner, 1.

STATISTICS OF THE 1931 500-MILE RACE

Honorary Referee—W. S. Knudsen *Starter*—Barney Oldfield *Pace Car*—Cadillac

Open to Cars with a Piston Displacement of 366 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displac.	Time	M.P.H.
1	21	Bowes Seal Fast Special, L. Schneider	8	2.625	3.500	151.3	5:10:27.95	96.629
2	34	Duesenberg Special, Fred Frame	8	2.718	3.156	150.3	5:11:31.32	96.495
3	17	Harry Miller Special, Ralph Hepburn	8	3.125	3.719	230.9	5:14:21.25	94.223
4	21	Jackson Special, Myron Stevens	8	3.125	3.719	230.9	5:18:40.09	94.142
5	1	Russell 8 Special, Russell Snowberger	8	3.125	3.719	230.9	5:19:00.59	94.042
6	35	Duesenberg Special, Louis Meyer	8	2.875	4.625	241.9	5:20:29.76	93.601
7	33	Miller Special, Jimmy Gleason	8	2.750	3.156	151.0	5:22:26.24	93.041
8	36	Jones-Miller Special, S. Stubblefield	4	3.750	4.125	183.0	5:24:35.37	92.424
9	28	Elco Royale Special, Clif Bergere	8	3.375	5.000	358.0	5:26:39.62	91.839
10	27	Marr Special, Chester Miller	8	2.875	4.500	233.6	5:34:33.37	89.749

Finished—G. H. N. Special, George Howar; Shafer 8 Special, Phil Shafer; Commins Diesel Special, Dave Evans; Alberti Special, Al Aspen; Miller Special, Ken Evan.

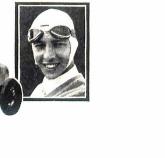
Also started—Goldberg Special, Joe Huff, 189 laps; Maley Special, Deacon Litz, 177; Hunt Special, Tony Gulotta, 167; Miller-Hartz Special, Billy Arnold, 162; Bill Richards Special, Luther Johnson, 156; Hoosier Pete Special, Billy Winn, 134; Brooks-Atkinson Special, Frank Brisko, 118; Fenny Special, Gene Haustein, 117; Russo Special, Joe Russo, 109; Nutmeg State Special, "Speed" Gardner, 107; Boyle Valve Special, Lou Moore, 105; Harry Miller Special, "Shorty" Cantlon, 89; Empire State Special, Bill Cummings, 79; Bowes Seal Fast Special, Freddie Winnai, 69; Duesenberg Special, Phil Pardee, 60; Empire State Special, Paul Bost, 35; Miller Jones Special, Frank Farmer, 32; Wingerter Special, Geo. Wingerter 29; Sampson Special, Louie Meyer, 28; Ryling-Hennessy Special "Babe" Stapp, 9; Shorter & Britt Special, John Bolang, 1; Leon Duray Special, Leon Duray, 6; Buttcher Bros. Special, Harry Buttcher, 6; Hoosier Pete Special, Herman Schurch, 5; Tucker-Tappet Ford Special, Francis Quinn, 3.

STATISTICS OF THE 1932 500-MILE RACE

Honorary Referee—Edsel Ford *Starter*—Gar Wood *Pace Car*—Lincoln

Open to Cars with a Piston Displacement of 366 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displac.	Time	M.P.H.
1	34	Miller Hartz Special, Fred Frame	8	2.875	3.500	182.9	4:48:03.79	104.144
2	5	Lion Head Special, Howdy Wilcox	8	3.062	4.250	279.6	4:48:47.43	103.981
3	22	Studebaker Special, Clif Bergere	8	3.500	4.375	336.7	4:52:13.24	102.662
4	61	Meyer Special, Bob Carey	8	3.125	3.719	230.9	4:53:57.90	101.863
5	4	Hupp Com. Special, Russell Snowberger	8	3.500	4.047	361.9	4:57:38.72	100.791
6	37	Studebaker Special, Ted Horn	8	3.500	4.375	336.7	5:04:28.32	98.476
7	35	Duesenberg Special, Lou Moore	8	2.875	4.625	241.9	5:07:38.52	96.886
8	65	Foreman Axle S. Sp., Fred Winnai	8	3.375	5.000	358.0	5:07:58.49	97.457
9	7	Duesenberg Special, Billy Winn	8	2.750	3.156	151.0	5:07:58.45	97.457
10	35	Highway Parts Special, Joe Huff	16	2.187	3.000	181.9	5:42:31.25	87.586



Also started—Phil Shafer, Shafer 8 Special, flagged at 197 laps; Kelly Petillo, Jones Miller Special, flagged at 189 laps; Tony Gulotta, Studebaker Special, flagged at 184 laps; H. W. Stubblefield Special, flagged at 178 laps; Ray Campbell, Bully Farm Special, flagged at 178 laps; Ralph Johnson, Studebaker Special, 164 laps; Wilbur Shaw, Vertex Special, 157 laps; Deacon Litz, Bowes Seal Fast Special, 132 laps; Bill Cummings, Bowes Seal Fast Special, 132 laps; Malcolm Fox, Richards Special, 132 laps; Chester Miller, Hudson Special, 125 laps; Ernie Triplett, Floating Power Special, 125 laps; Louis Schneider, Bowes Seal Fast Special, 123 laps; Joe Russo, Art Rose Special, 107 laps; Lou Moore, Boyle Valve Prod. Special, 79 laps; Joan Gaudino, Golden Seal Special, 71 laps; Al Miller, Hudson Special, 66 laps; Geo. MacKenzie, Brady Special, 65 laps; Frank Brisko, Brisko-Atkinson Special, 61 laps; Ray Campbell, Bully Farm Special, 60 laps; Billy Arnold, Miller-Hartz Special, 59 laps; Bryan Saulpaugh, Harry Miller Special, 53 laps; Evan Meyer, Sampson Special, 50 laps; Al Aspen, Brady-Nash Special, 49 laps; John Krupp, Consumers Petroleum Special, 30 laps; Wesley Crawford, Boyle Valve Prod. Special, 28 laps; Paul Bost, Empire State Special, 18 laps; Bob McDonough, Miller Special, 17 laps; Gus Schrader, Harry Miller Special, 7 laps; Al Gordon, Lion Tamer Special, 3 laps.

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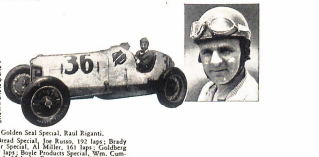
TIMES AND AVERAGES

STATISTICS OF THE 1933 500-MILE RACE

Honorary Referee—Larry P. Fisher *Starter*—Carl Wood *Pace Car*—Chrysler

Open to Cars with a Piston Displacement of 366 Cubic Inches or Under

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	16	Tydol Special, Louis Meyer	8	2.3125	3.750	298	4:48:00.35	104.162
2	17	Mallory Special, Wilbur Shaw	4	4.0625	4.250	295	4:54:02.64	101.797
3	37	Foreman Axle Special, Lou Moore	4	4.125	4.500	255	4:55:16.79	101.399
4	21	Sampson Radio Special, Chet Gardner	16	2.3125	3.000	252	4:56:29.71	101.102
5	8	Shafer "8" Special, H. W. Stubblefield	8	3.125	4.625	284	4:57:43.82	100.765
6	19	Art Rose Special, Dave Evans	8	3.187	4.250	268	4:58:45.82	100.425
7	34	Bunnell Special, Russell Snowberger	8	3.500	4.375	336	5:02:09.84	99.011
8	4	Bunnell Special, Russell Snowberger	8	3.500	4.375	336	5:02:59.88	99.011
9	9	Studebaker Special, Zeke Meyer	8	3.500	4.375	336	5:05:44.49	98.122
10	46	Studebaker Special, Luther Johnson	8	3.500	4.375	336	5:08:22.22	97.286



Finished—Studebaker Special, Cliff Bergere; Studebaker Special, L. L. Corum; Jack C. Carr Special, Willard Prentiss; Golden Seal Special, Raul Riganti.

Also started—Marrs Special, Eugene Haustein, 197 laps; Bowen Seal Fast Special, Dayton Lee, 197 laps; Wonder Bread Special, Joe Russo, 192 laps; Brady Special, Deac McKenzie, 191 laps; Studebaker Special, Mike Petrie, 168 laps; Ring Free Special, Chet Miller, 163 laps; Marr Special, Al Miller, 161 laps; Goldberg Special, Bennett Hill, 158 laps; Boyle Products Special, Mike Boyle, 156 laps; Sampson Radio Special, Harry McQuinn, 153 laps; Boyle Products Special, Wm. Cummings, 136 laps; Miller Special, Lester Spangler, 132 laps; Kemp Special, Fred Winnai, 125 laps; Universal Service Special, Malcolm Pew, 121 laps; Miller-Hartz Special, Fred Frame, 85 laps; Kemp Mannise Special, Mark Billings, 79 laps; Lencks & Muda Special, John Sawyer, 77 laps; Floating Power Special, Cliff Bergere, 61 laps; Frame-Miller Special, Pete Piercy, 45 laps; Sullivan & O'Brien Special, Wm. Cantlon, 56 laps; Gilmore Special, Mauri Rose, 46 laps; F. W. D. Special, Frank Brinko, 47 laps; Denny Duesenberg Special, Ira Hall, 37 laps; Highway Truck Parts Special, Ralph Hepburn, 33 laps; G. & D. Special, Ray Campbell, 24 laps; Frame-Miller Duesenberg, Paul Bost, 13 laps; Miller Special, Rick Decker, 13 laps; Edelweiss Special, Louis Schneider, 1 lap.

STATISTICS OF THE 1934 500-MILE RACE

Honorary Referee—Roy D. Chapin *Starter*—Roscoe Turner *Pace Car*—LaSalle

Open to Cars with a Piston Displacement of 366 Cubic Inches or Under

Fuel Limit—45 Gallons Oil Limit—6½ Gallons

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	7	Boyle Products Special, Wm. Cummings	4	4.1250	4.1250	220	4:46:05.20	104.863
2	3	Duray Special, Mauri Rose	4	4.0625	4.250	220	4:46:32.43	104.697
3	2	Foreman Axle Special, Lou Moore	4	4.250	4.500	255	4:52:19.65	102.625
4	12	Stokely Food Special, Deacon Litz	4	4.0625	4.250	220	4:53:45.27	100.749
5	16	Durenberg Special, Joe Russo	8	3.500	3.625	275	5:06:19.21	99.893
6	36	Shafer Eight Special, Al Miller	8	3.125	4.625	285	5:08:18.68	98.264
7	22	Floating Power Special, Cliff Bergere	4	4.0625	4.250	220	5:06:41.14	97.818
8	10	Bunnell Light, Russell Snowberger	8	3.500	4.375	336	5:08:20.05	97.257
9	32	F. W. D. Special, Frank Brinko	6	4.250	4.500	255	5:09:37.53	96.780
10	24	Lucenti Special, Herb Ardinger	8	3.250	4.000	263	5:12:42.47	95.936

Finished—Red Lion Special, Kelly Petillo; Cummins-Diesel Special, H. W. Stubblefield.

Also started—Detroit Gasket Special, Chas. Crawford, 110 laps; Miller Special, Ralph Hepburn, 164; Boyle Products Special, George Barringer, 161; Shafer Eight Special, Phil Shafer, 130; Schroder Special, Tony Gulotta, 94; Ring Free Special, Louis Meyer, 92; Cummins-Diesel Special, Dave Evans, 81; Sullivan and O'Brien Special, Wm. Cantlon, 76; Sampson Radio Special, Chester Gardner, 72; Abels-Funk Special, Al Gordon, 66; Miller-Durenberg Special, Ree Maye, 53; Superior Trailer Special, Dusty Fahnow, 28; Burd Piston Ring Special, Johnny Sawyer, 27; Streamline-Miller Special, Johnny Seymour, 22; Carter Carburetor Special, Rick Decker, 17; Lou Head Special, Wilbur Shaw, 17; Cerco Special, Doc MacKenzie, 15; Marrs Special, Gene Haustein, 13; DeBaets Special, Harry McQuinn, 13; Scott Special, George Bailey, 12; Bohnalek Special, Chester Miller, 11.

STATISTICS OF THE 1935 500 MILE RACE

Honorary Referee—Amelia Earhart *Starter*—Seth Klein *Pace Car*—Ford V-8

Open to Cars with a Piston Displacement of 366 Cubic Inches or Under

Fuel Limit—42½ Gallons Oil Limit—6½ Gallons

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	5	Gilmore Speedway Special, Kelly Petillo	4	4.250	4.625	262	4:42:22.71	106.240
2	14	Purrung Special, Wilbur Shaw	4	4.0625	4.750	270	4:44:02.73	105.359
3	1	Boyle Products Special, Bill Cummings	4	4.125	4.125	221	4:46:32.48	104.758
4	22	Abels & Funk Special, Floyd Roberts	4	4.250	4.500	255	4:36:37.05	103.228
5	21	Verdol Special, Ralph Hepburn	8	3.3125	3.750	258	4:39:45.73	103.177
6	9	Sullivan & O'Brien Special, Shorty Cantlon	4	4.0625	4.750	270	4:36:37.07	101.140
7	10	Sampson Radio Special, Chester Gardner	4	4.0625	4.250	220	4:36:39.02	101.129
8	36	Shafer Richter Special, Deacon Litz	4	4.0625	4.250	220	4:37:38.22	100.507
9	8	Purrung Special, Doc Mackenzie	4	4.0625	4.250	220	4:38:13.01	100.396
10	34	Mike Front Drive Special, Chet Miller	8	2.625	3.500	151	4:38:33.16	100.474

Finished—Miller-Hartz Special, Fred Frame; Ring Free Special, Louis Meyer.

Also started—Victor Gasket Special, Cliff Bergere, 196 laps; Mikan & Carson Special, Harris Insinger, 183 laps; Boyle Products Special, Al Miller, 176 laps; Fuel-Injection Special, Fred Horn, 174 laps; Stokely Special, Ree Maye, 168 laps; Foreman Axle Special, Lou Moore, 116 laps; Marks-Miller Special, George Connor, Special, Frank Brinko, 79 laps; Ford V-8 Special, Johnny Seymour, 42 laps; Marks-Miller Special, Babe Stapp, 36 laps; Ford V-8 Special, George Bailey, 65 laps; Boyle Products Special, Russell Snowberger, 59 laps; Burd Piston Ring Special, Louis Tomei, 47 laps; Ford V-8 Special, Bob Sall, 47 laps; Cocktail Hour Cigarette Special, Al Gordon, 17 laps; Durenberg Special, Freddie Winnai, 16 laps; Bowen Seal Fast Special, Clay Weatherly, 9 laps; DeBaets Special, Harry McQuinn, 4 laps.

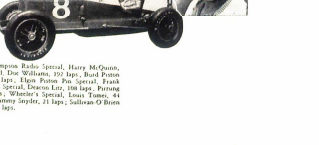
STATISTICS OF THE 1936 500-MILE RACE

Honorary Referee—Ralph DePalma *Starter*—Seth Klein *Pace Car*—Packard

Open to Cars with a Piston Displacement of 366 Cubic Inches or Under

Fuel Limit—37½ Gallons Oil Limit—6½ Gallons

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	8	Ring Free Special, Louis Meyer	4	4.250	4.500	255	4:35:03.39	109.069
2	22	Hartz Special, Ted Horn	4	2.875	3.500	182	4:37:28.34	108.170
3	10	Gilmore Speedway Spl., Doc MacKenzie	4	4.250	4.625	262	4:39:10.36	107.469
4	36	F. W. D. Special, Mauri Rose	4	4.250	4.500	255	4:39:29.85	107.272
5	38	Boyle Products Special, Cliff Bergere	4	4.0625	4.250	220	4:40:55.17	106.595
6	41	Fink Auto Special, Ray Patley	4	2.6875	3.500	162	4:43:31.38	105.233
7	3	Gilmore Special, Wilbur Shaw	4	4.250	4.500	255	4:43:49.60	104.235
8	17	Kennedy Tank Special, George Barringer	4	4.250	5.000	255	4:52:18.53	102.630
9	33	Boyle Products Special, Zeke Meyer	4	3.315	4.250	231	4:56:03.37	101.331
10	38	Marks-Miller Special, George Connor	4	4.250	4.500	255	5:05:14.49	98.231



Also started—Midwest Red Lion Special, Freddie Winnai, 199 laps; Art Rose Special, Ralph Hepburn, 171 laps; Sampson Radio Special, Harry McQuinn, 196 laps; Hamilton-Harris Special, Shorty Cantlon, 194 laps; Gilmore Special, Ree Maye, 192 laps; Superior Trailer Special, Doc Williams, 192 laps; Burd Piston Ring Special, Lou Moore, 183 laps; Carew Special, Emil Andres, 183 laps; Burd Piston Ring Special, Floyd Roberts, 183 laps; Elgin Piston Pin Special, Frank Brinko, 180 laps; Boyle Products Special, Al Miller, 119 laps; Bowen Seal Fast Special, Cliff Bergere, 116 laps; Deacon Litz Special, Deacon Litz, 108 laps; Prunia Special, Babe Stapp, 89 laps; Harry Miller Special, Billy Winn, 78 laps; Abels Auto Ford Special, Frank Mcfunk, 51 laps; Wheeler's Special, Louis Tomei, 44 laps; Bowen Seal Fast Special, Herbert Ardinger, 38 laps; Gardner Special, Chet Gardner, 38 laps; Belanger-Miller Special, Johnny Snyder, 21 laps; Sullivan-O'Brien Special, Johnny Seymour, 13 laps; Burd Piston Ring Special, Fred Frame, 4 laps; Boyle Products Special, Bill Cummings, 0 laps.

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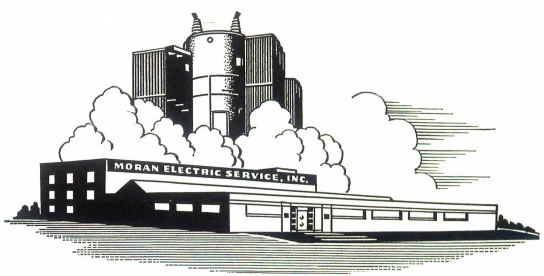

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TIMES AND AVERAGES

STATISTICS OF THE 1937 500-MILE RACE

***Honorary Reference*—W. S. Knudsen** *Starter*—**Seth Klein** *Pace Car*—**LaSalle**

Open to Cars with a Piston Displacement of 366 Cubic Inches or Under

Fuel restricted to "Commercial Gasoline." Quantity not limited. Oil Limit—6½ Gallons

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	6	Shaw Gilmore Special, Wilbur Shaw.....	4	4.250	4.500	255	4:24:07.00	113.580
2	8	Hamilton-Harris Sp'l, Ralph Hepburn....	4	4.198	4.500	255	4:24:09.96	113.565
3	3	Miller-Hartz Special, Ted Horn.....	4	2.873	3.500	182	4:24:28.87	113.434
4	2	Boyle Special, Louis Meyer.....	8	3.375	3.750	268	4:30:53.79	110.730
5	50	Mal-West-Red Lion Sp'l, Cliff Bergere..	4	4.250	4.500	255	4:35:23.60	108.933
6	16	Boyle Special, Bill Cummings.....	4	4.250	4.500	255	4:40:03.65	107.124
7	28	Boyle Special, Billy DeVore.....	4	4.250	4.500	255	4:40:23.17	106.995
8	39	Burd Piston Ring Sp'l, Arby. Gulotta....	4	4.250	4.500	255	4:43:46.42	105.915
9	33	Marks Miller Special, George Connor....	4	4.250	4.500	255	4:48:35.00	103.830
10	53	S. S. Engineering Co. Sp'l, L. Tomei....	8	3.500	4.375	336.7	4:34:37.35	101.825

Also started—Burd Piston Ring Special, Gene Gardner; Ilo Special, Topping Special, Rooney Household, 194 laps; Thorne Special, Floyd Roberts, 190 laps; Motorola Special, Deacon Litz, 191 laps; Thorne Special, Floyd Davis, 190 laps; Bowes Seal Fast Special, Shorty Cantlon, 182 laps; Thorne Special, Al Miller, 179 laps; Burd Piston Ring Special, Maun Rose, 177 laps; Lucky Teeter Special, Kenneth Fowler, 110 laps; Petillo Special, Kelly Petillo, 109 laps; Duray Sons Special, George Barley, 107 laps; Chicago Raw Hide Oil Seal Special, Herbert Ardinger, 106 laps; Elgin Piston Pin Special, Frank Brisko, 105 laps; Duray Sons Special, Wesner, 99 laps; F. W. D. Special, Tony Willman, 93 laps; Miller Special, Billy M. Wilson, 45 laps; Snowshoeger Special, Russell Snowshoeger, 66 laps; Funk Auto Special, Bob Swanson, 52 laps; Sullivan O'Brien Special, Harry McQuinn, 47 laps; Boyle Special, Chet Miller, 36 laps; Topping Special, Babe Stapp, 36 laps; Sparks Special, Jimmy Snyder, 27 laps; Bowes Seal Fast Special, Rex Mays, 24 laps.

STATISTICS OF THE 1938 500-MILE RACE

***Honorary Reference*—Harvey S. Firestone, Jr.** *Starter*—**Seth Klein** *Pace Car*—**Hudson**

Non-Stock Supercharged Motors 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less
and Non-Stock Non-Supercharged Motors 274.59 Cubic Inches (4,500 cc.)

Piston Displacement or Less—One or Two Seated Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	23	Burd Piston Ring Sp'l, Floyd Roberts....	4	4.937	4.625	270	4:15:58.40	117.200
2	5	Shaw Special, Wilbur Shaw.....	4	4.060	4.250	276	4:19:33.67	115.580
3	3	I. B. E. W. Special, Chet Miller.....	4	4.250	4.500	255	4:20:59.51	114.946
4	7	Miller-Hartz Special, Ted Horn.....	8	2.875	3.500	182	4:27:22.38	112.201
5	38	Burd Piston Ring Sp'l, Chet Gardner....	4	4.250	4.500	255	4:31:57.48	110.311
6	34	Offenhauser Special, Herb Ardinger....	4	4.250	4.500	255	4:31:43.13	109.843†
7	45	Marchese Special, Harry McQuinn.....	8	2.875	3.500	181	4:31:31.90	108.694†
8	58	P. R. & W. Special, Billy DeVore.....	4	4.250	4.500	255	4:34:49.00	102.060†
9	22	Thorne Engineering Sp'l, Joe Thorne....	4	4.260	4.500	256	4:32:02.05	102.009*
10	29	Indiana Pat Special, Frank Wearne.....	4	4.260	4.750	270.4	4:32:44.82	99.541*

Flagged before completing full distance, due to rain, as follows: † 497½ mile; ‡ 492½ miles; * 462½ miles; ¶ 462½ miles; ‖ 452½ miles.

Also started—Kohlert Special, Duke Nalon, 178 laps; Barbasol Special, George Bailey, 166 laps; I. B. E. W. Special, Mauri Rose, 165 laps; Thorne-Sparks Special, Rooney Household, 154 laps; Sparks-Thorne Special, Jimmy Snyder, 150 laps; Bowes Seal Fast, Louis Meyer, 149 laps; Hamilton-Harris Special, Tony Gulotta, 130 laps; Dumont Pepsi-Cola Special, Al Miller, 123 laps; Marks-Miller Special, George Connor, 119 laps; Kraft's Real Rye, Cliff Bergere, 111 laps; Kimmel Special, Henry Banks, 109 laps; Petillo Special, Kelly Petillo, 100 laps; P. O. B. Perfect Seal Special, Louis Tomei, 88 laps; I. B. E. W. Special, Bill Cummings, 72 laps; D. X Special, Ben Shoemaker, 56 laps; McCoy Auto Service Special, Babe Stapp, 54 laps; Belanger Special, Tony Willman, 47 laps; Alfa-Romeo Special, Rex Mays, 45 laps; Elgin Piston Pin Special, Emil Andres, 43 laps; Ira Hall, Greenfield Super Service Special, 44 laps; Shur-Stop Mechan. Brake Equalizer Special, Frank Brisko, 39 laps; Troy Tydol Special, Al Putnam, 15 laps; Kamen's Special, Shorty Cantlon, 13 laps.

STATISTICS OF THE 1939 500-MILE RACE

***Honorary Reference*—Roscoe Turner** *Starter*—**Seth Klein** *Pace Car*—**Buick**

Non-Stock Supercharged Motors 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less
and Non-Stock Non-Supercharged Motors 274.59 Cubic Inches (4,500 cc.)

Piston Displacement or Less—One or Two Seated Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	2	Boyle Special, Wilbur Shaw.....	8	2.720	4.000	185	4:20:47.39	113.035
2	10	Thorne Engineers. Sp'l, Jimmy Snyder....	6	3.261	3.750	188	4:22:35.61	114.245
3	34	Offenhauser Special, Cliff Bergere.....	4	4.1125	4.625	270	4:23:31.40	113.698
4	4	Boyle Special, Ted Horn.....	8	3.375	3.750	268	4:28:08.82	111.879
5	31	Alfa-Romeo, "Babe" Stapp.....	8	3.009	3.299	181	4:29:42.68	111.230
6	41	Bill White Special, Geo. Barringer.....	8	3.131	4.250	278	4:30:12.50	111.025
7	8	Thorne Engineer. Spl., Joe Thorne.....	6	3.355	4.625	271.8	4:31:42.04	110.416
8	16	Wheeler Special, Mauri Rose.....	8	4.250	4.500	256.1	4:35:51.89	109.544
9	14	Burd Piston Ring Sp'l, Frank Wearne....	4	4.500	4.250	270	4:38:16.65	107.866
10	26	Leon Duray Refr. Spl., Billy DeVore....	8	3.0125	4.000	182	4:47:40.30	104.767

Finished—Burd Piston Ring Special, Tony Gulotta.

Also started—Bowes Seal Fast Special, Louis Meyer, 193 laps; Marks Special, George Connor, 191 laps; Burd Piston Ring Special, Tony Willman, 188 laps; Alfa-Romeo, Leon Tomei, 186 laps; Thorne Special, Mel Hansen, 115 laps; Miller-Hartz Special, Herb Ardinger, 141 laps; Kay Jewelers Special, Kelly Petillo, 141 laps; Joe Thorne Spec. Special, Mel Hansen, 113 laps; Elgen Piston Pin Special, Harry McQuinn, 110 laps; Boyle Special, Chet Miller, 107 laps; Hamilton-Harris Special, Ralph Hepburn, 107 laps; Burd Piston Ring Special, Floyd Roberts, 106 laps; Greenfield Sup. Ser. Special, Ira Hall, 89 laps; D X Special, Seal Special, Frank Brisko, 58 laps; Chicago Flash Special, Emil Andres, 22 laps; S. M. I. Special, Bob Swanson, 19 laps; Automotive Service Special, Shorty Cant

STATISTICS OF THE 1940 500-MILE RACE

***Honorary Reference*—Paul G. Hoffman** *Starter*—**Seth Klein** *Pace Car*—**Studebaker**

Non-Stock Supercharged Motors 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less
and Non-Stock Non-Supercharged Motors 274.59 Cubic Inches (4,500 cc.)

Piston Displacement or Less—One or Two Seated Bodies

Pos.	No.	Car and Driver	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	1	Boyle Special, Wilbur Shaw.....	8	2.708	4.000	179.7	4:22:31.17	114.277
2	53	Bowes Seal Fast Special, Rex Mays.....	8	2.90875	3.2759	174.5	4:23:45.31	113.742
3	7	Elgin Piston Pin Special, Mauri Rose.....	4	4.3125	4.625	270	4:24:08.96	113.572
4	3	Boyle Special, Ted Horn.....	8	3.375	3.750	268	*159 laps	dagged
5	8	Thorne Donnelly Special, Joe Thorne....	6	3.331	4.625	271	*159 "	"
6	32	Sampson Special, Bob Swanson.....	16	2.600	3.000	255	*156 "	"
7	9	Boyle Special, Frank Wearne.....	4	4.625	4.500	257.2	*154 "	"
8	51	Hartz Special, Mel Hansen.....	8	2.875	*3.500	182.1	*154 "	"
9	16	Elgin Piston Pin Special, Frank Brisko....	6	3.625	4.375	271	*153 "	"
10	49	Lucy O'Reilly Schell Spl., Rose LeBegue..	8	2.145	3.280	185	*152 "	"

*Flagged after first car finished 200 laps on account of rain.

Also started—Harry McQuinn, Hollywood's Payday Spl., 192 laps; Emil Andres, Belanger-Foltz Special, 192 laps; Sam Hanks, Duray Special, 192 laps; George Barringer, Hollywood's Payday Spl., 191 laps; Joe Chitwood, Kennedy Tank Special, 190 laps; Louis Tomei, Palstaff Special, 190 laps; Chet Miller, Alfa-Pat Special, 128 laps; Duke Nalon, Marks Special, 170 laps; George Robson, Keller Special, 67 laps; Floyd Davis, Lencki Special, 157 laps; Kelly Petillo, Indiana Brothers, 61 laps; George Connor, Lencki Special, 52 laps; Cliff Bergere, Nor-Out Hose Clamp Spl., 51 laps; Paul Russo, Elgin Piston Pin Special, 48 laps; Ralph Hepburn, Bowes Seal Fast Special, 47 laps; Al Miller, Alfa-Romeo, 41 laps; Russell Snowberger, Snowberger Special, 38 laps; Tommy Hinnershitz, Marks Special, 32 laps; Raul Riganti, Maserati Special, 24 laps.

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TIMES AND AVERAGES

STATISTICS OF THE 1941 500-MILE RACE

***Honorary Referee*—Guy Vaughn** ***Starter*—Seth Klein** ***Pace Car*—Chrysler**

Non-Stock Supercharged Motors 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less and Non-Stock Non-Supercharged Motors 274.59 Cubic Inches (4,500 cc.)

Piston Displacement or Less—One or Two Seated Bodies

Pos.	No.	Driver and Car	Cylds.	Bore	Stroke	Piston Displace.	Time	M.P.H.
1	16	Floyd Davis and Mauri Rose, Blue Crown Spark Plug Special	4	4.5325	4.625	270	4:20:36.24	115.117
2	1	Rex Mays, Bowes Seal Fast Special	4	2.968	4.50	3.731	178.8	4:22:06.19	114.459
3	4	Ted Horn, T.E.C. Special	6	3.291	3.750	191.4	4:23:28.19	113.864
4	54	Ralph Hepburn, Bowes Seal Fast Special	8	3.125	2.9375	180.1	4:24:00.74	113.641
5	34	Cliff Bergere, Noc-Out Hose Clamp Sp.	4	4.3125	4.625	270	4:24:15.19	113.528
6	45	Chet Miller, Boyle Special	8	3.375	3.750	268	4:28:02.73	111.921
7	15	Harry McQuinn, Zoffrin Special	8	3.040	3.500	181	4:28:29.96	111.795
8	7	Frank Wearne, Bill Holland Special	4	4.250	4.500	255	4:30:42.92	110.814
9	45	Paul Russo, Leader Card Special	8	2.940	3.500	137	4:44:00.40	105.628
10	23	Tommy Hinnershitz, Mark Special	4	4.3125	4.625	270	4:49:18.00	103.152

Finished—Louis Tomei, 11-3 Special; Al Putnam, School Special.

Also started—Overton Phillips, Phillips Special, 107 laps; Joe Chitwood, Blue Crown Spark Plug, 177 laps; Duke Nalon, Elgin Piston Pin Special, 173 laps; George Connor, Boyle Special, 169 laps; Everett Saylor, Bowes Special, 155 laps; Wilbur Shaw, Boyle Special, 153 laps; Billy DeVore, Hollywood Pay Day C, Bar S, 121 laps; Tony Willman, Lyons Special, 117 laps; Russell Snowberger, Jim Hussey's Spec. Sp., 107 laps; Deacon Litz, Sampson 16 Special, 89 laps; Frank Brahn, Zoffrin Piston Special, 59 laps; Merrill "Doc" Williams, Indiana Fat Special, 48 laps; George Robson, Gilmore Red Lion Special, 66 laps; Mauri Rose, Elgin Piston Pin Special, 60 laps; Kelly Petillo, American Amber Sand Sp., 44 laps; Al Miller, Miller Special, 22 laps; Mel Hansen, Engvel Special, 11 laps; Emil Andres, Kennedy Tank Special, 3 laps; Joe Thorne, Thorne Engineering Special, 3 laps.

STATISTICS OF THE 1946 500-MILE RACE

***Honorary Referee*—Jack Dempsey** ***Starter*—Seth Klein** ***Pace Car*—Lincoln-Continental**

Non-Stock Supercharged Motors 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less and Non-Stock Non-Supercharged Motors 274.59 Cubic Inches (4,500 cc.)

Piston Displacement or Less—One or Two Seated Bodies

Pos.	Car No.	Driver	Car	Cylds.	Bore	Stroke	Piston Displace.	Time	MPH
1	16	Geo. Robson, Thorne Eng. Sp.	6	3.295	3.750	192.	4:21:26.79	114.820
2	61	Jimmy Jackson, Jackson Special	4	4.275	4.500	255.	4:22:00.74	114.498
3	28	Ted Horn, Belanger Special	8	2.718	4.000	185.2	4:33:19.69	109.812
4	14	Lee Wallard, Belanger Special	8	3.040	3.500	181.	4:34:04.59	109.592
5	24	Joe Chitwood, Noc-Out Hose Clamp Sp.	4	4.4125	4.625	282.	4:36:43.39	108.327
6	53	Louis Durant, Alla-Romeo Special	8	2.750	3.937	182.	4:43:30.88	105.073
7	32	Gigi Villoresi, Maserati Sp.	8	3.070	3.070	181.78	4:57:46.23	100.785
8	1	Frank Wearne, Wolfe-Tuttle Sp.	4	4.375	4.500	271.	4:58:03.90	fg. 197 laps.
9	39	Bill Sheffler, Jack Maurer Sp.	4	4.250	4.500	255.	(flagged 159 laps)	
10	9	Billy DeVore, Offenhauser	4	4.250	4.250	255.	(out at 167 laps)	

Also started—Mel Hansen, Page Offenhauser Special, 143 laps; Russ Snowberger, Jim Hussey Special, 134 laps; Harry McQuinn, Mobile Gas Special, 124 laps; Ralph Hepburn, Horn Governor Special, 121 laps; Al Putnam, L.S.L. Swing Clutch Special, 120 laps; Cliff Bergere, Noc-Out Hose Clamp Special, 82 laps; Duke Dinsmore, Johnston Special, 82 laps; Chet Miller, Miller Special, 64 laps; Jimmy Wilburn, Mobile Oil Special, 59 laps; Tony Bettenhausen, Bettone-McManus Special, 47 laps; Danny Kladis, Gramor V-8 Special, 46 laps; Duke Nalon, Maserati Special, 43 laps; Mauri Rose, Blue Crown Spark Plug Special, 40 laps; George Connor, Walsh Offenhauser Special, 38 laps; Hal Robson, Phillips Miller Special, 37 laps; Louis Tomei, Boyar Tool Special, 34 laps; Jimmy Burke, Auto Shippers Special, 32 laps; Shorty Cantlon, 16-1 Special, 28 laps; George Barringer, Tucker Torpedo Special, 25 laps; Rex Mays, Bowes Seal Fast Special, 20 laps; Sam Hanks, Spohr Donut Special, 18 laps; Hal Cole, Alla-Romeo Special, 16 laps; Paul Russo, Federal Tank-Clutch Special, 16 laps.

STATISTICS OF THE 1947 500-MILE RACE

***Honorary Referee*—Governor Ralph Gates** ***Starter*—Seth Klein** ***Pace Car*—Nash Ambassador**

Non-Stock Supercharged Motors 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less and Non-Stock Non-Supercharged Motors 274.59 Cubic Inches (4,500 cc.)

Piston Displacement or Less—One or Two Seated Bodies

Pos.	No.	Driver	Car	Cylds.	Bore	Stroke	Piston Displace.	Time	MPH
1	27	Mauri Rose, Blue Crown Spark Plug Sp.	4	4.312	4.625	270.	4:17:32.17	116.338
2	16	Bill Holland, Blue Crown Spark Plug Sp.	4	4.312	4.625	270.	4:18:21.62	116.092
3	1	Ted Horn, Bennett Bros. Sp.	8	68.9MM	101.6MM	179.2	4:20:52.35	114.997
4	34	Herb Ardinger, Moo Goo Mobile Sp.	8	3.125	2.937	181.	4:24:32.52	113.404
5	9	Jimmy Jackson, Jim Hussey Sp.	4	4.275	4.500	258.3	4:25:32.63	112.894
6	3	Lee Wallard, Belanger Sp.	8	3.040	3.500	181.	4:31:51.01	110.056
7	33	Walt Brown, Pennafoot Sp.	8	69MM	100 MM	179.5	4:38:31.42	107.416
8	53	Cy Marshall, Tattersfield Sp.	8	3.040	3.500	180.16	4:56:21.90	Flg. 197 Laps
9	41	Fred Agabashian, Russ Page Sp.	8	3.402	4.000	185.	(49 Laps)	
10	10	Duke Dinsmore, School Sp.	4	4.312	4.625	270.	Flagged	167 Laps

Also started—Ira Anderson, Kennedy Tank Special, 153 laps (Flagged); Pete Romerstech, Camco Motor Special, 168 laps; Emil Andres, Tucker Butt Special, 130 laps; Frank Wearne, Supreme Ind. Special, 128 laps; Ken Fox, Fox Special, 79 laps; Russell Snowberger, Duke Nalon, Dan Lee Special, 119 laps; Roland Free, Bostrom-McManus Special, 87 laps; Tony Bettenhausen, Belanger Special, 79 laps; Russ Snowberger, Federal Engineering Special, 74 laps; Hal Robson, Palmer Special, 67 laps. Clint Bergere, Horn Governor Mobile Special, 62 laps; Joe Chitwood, Peters Special, 54 laps; Shorty Cantlon, Cantlon Special, 46 laps; Henry Banks, Federal Engineering Co., 36 laps; Al Miller, Preston Tucker Special, 35 laps; George Connor, Walsh Special, 32 laps; Mel Hansen, Thorne Engineering Special, 32 laps; Paul Russo, Wolfe Special, 24 laps; Chas. Van Acker, Preston Tucker Pattnet Special, 24 laps; Mal Fankhouser, Belt Frankhouser Special, 16 laps.

STATISTICS OF THE 1948 500-MILE RACE

***Honorary Referee*—Mayor Al Feeney** ***Starter*—Seth Klein** ***Pace Car*—Chevrolet**

Non-Stock Supercharged Motors, 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less, and Non-Stock Non-Supercharged Motors, 274.59 Cubic Inches (4,500 cc.) Piston Displacement or Less—One or Two-Seated Bodies

Pos.	Car No.	Driver	Car	Cylds.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	5	Mauri Rose, Blue Crown Spark Plug Special	4	4.312	4.625	270	4:10:25.33	119.814
2	7	Bill Holland, Blue Crown Spark Plug Special	4	4.312	4.625	270	4:11:17.39	119.147
3	51	Duke Nalon, Novi Grooved Piston Special	8	3.125	2.937	181	4:14:09.78	118.054
4	1	Ted Horn, Bennett Bros. Special	8	2.968	4.000	177	4:14:47	117.844
5	35	Mac Hellings, Don Lee Special	4	4.312	4.625	270	4:24:38.52	115.361
6	63	Hall Cole, City of Toronto Special	4	4.175	4.247	232	4:28:50.96	111.587
7	91	Lee Wallard, Iddings Special	4	4.063	4.500	255	4:34:17	109.177
8	3	John Mauro, Phil Kraft Special	8	69MM	100MM	183	Flagged	198 Laps
9	37	Tommy Hinnershitz, Kurtis Kraft Special	4	4.312	4.625	270	Flagged	198 Laps
10	61	Jimmy Jackson, Howard Keck Special	4	4.312	4.625	270	Left Spindle Broken	193 Laps

Also started—Charles Van Acker, South Bend Special, flagged 192 laps; Billy DeVore, Par Clancy Special, flagged 190 laps; Johnny Mantz, Kurtis Kraft Special, flagged 185 laps; Tony Bettenhausen, Belanger Special, 167 laps; Hal Robson, Palmer Special, 163 laps; Bill Cantrell, Engvel Twin Special, 164 laps; Joe Chitwood, Nyquist Special, 138 laps; Bill Sheffler, Sheffler Offy Special, 132 laps; Rex Mays, Bowes Seal Fast Special, 129 laps; Chet Miller, Don Lee Special, 108 laps; Jack McGrath, Sheffler Offy Special, 79 laps; Duane Carter, Belanger Motors Special, 59 laps; Fred Agabashian, Page Offenhauser, 58 laps; Ira Anderson, Kennedy Tank Special, 58 laps; Mel Hansen, Shafer Gear Works Special, 42 laps; Sam Hanks; Flavelle Duffy Special, 34 laps; Spohr Welds, Bromme Special, 27 laps; George Connor, Bennett Bros. Special, 24 laps; Doc Williams, Clark Auto Co. Special, 19 laps; Mike Salay, Terman Supply Special, 11 laps; Emil Andres, Tuffy's Auto Special, 11 laps; Paul Russo, Federal Eng. Detroit Special, 7 laps; Harry McQuinn, Frank Lynch Special, 1 lap.

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Parnelli Jones and Bobby Marshman	1961
Jim McElreath	1962
Jim Clark	1963
Johnny White	1964
Mario Andretti	1965
Jackie Stewart	1966
Dennis Hulme	1967
Bill Vukovich, Jr.	1968
Mark Donohue	1969
Donnie Allison	1970

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STARK, WETZEL & CO., INC., Indianapolis, Indiana

TIMES AND AVERAGES

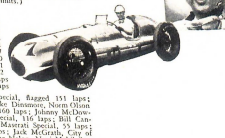
STATISTICS OF THE 1949 500-MILE RACE

***Honorary Referee*—J. Emmett McManamon** **Starter—Seth Klein** **Pace Car—Oldsmobile**

Non-Stock Supercharged Motors, 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Motors, 274.59 Cubic Inches (4,500 cc.) Piston Displacement or Less; and Diesel Engines, 402.68 Cubic Inches (6,600 cc.) Piston Displacement or Less (One or Two-Seated Bodies, No Weight Limits.)

Car No.	Driver	Car	Cyldrs.	Piston Bore	Stroke	Displ.	Time	M.P.H.
2	Bill Holland, Blue Crown Spark Plug Spl.		4	4.312	4.625	270	4:01:15.97	121.327
3	12	Johnny Parsons, Kurtis-Kraft Spl.	4	4.312	4.625	270	4:10:26.97	119.785
4	22	George Connor, Blue Crown Spark Plug Spl.	4	4.312	4.625	270	4:12:10.28	119.393
5	4	Myron Fohr, Sheller Spl.	4	4.312	4.625	270	4:10:52.94	118.791
6	77	Joie Chitwood, Wolfe Spl.	4	4.312	4.625	270	4:12:16.97	118.237
7	61	Jimmy Jackson, Howard Keck Spl.	4	4.312	4.625	270	4:14:31.09	117.777
8	98	Johnny Mantz, Agajanian Spl.	4	4.312	4.625	270	4:16:06.61	117.401
9	19	Paul Russo, Tuffy's Offy Spl.	4	4.312	4.625	270	4:28:11.28	111.867
10	9	Emil Andres, Tuffy's Offy Spl.	4	4.312	4.625	270	Flagged	191 Laps
11	51	Norman Houser, Troy Oil Co. Spl.	4	4.125	4.500	243	Flagged	181 Laps

Also started—Jim Rathman, Pioneer Auto Special, flagged 175 laps; Troy Ruttman, Carter Special, flagged 151 laps; Mauri Rose, Blue Crown Spark Plug Special, 192 laps; Duane Carter, Belanger Special, 182 laps; Duke Dinsmore, Norm Olson Special, 174 laps; Mack Hellings, Don Lee Special, 172 laps; Bill Sheffler, Sheffler Offy Special, 168 laps; Johnny McDowell, Iddings Special, 142 laps; Hal Cole, Grancor Special, 117 laps; Geo. Fonder, Ray Brady Special, 116 laps; Bill Cantrell, Kennedy Tank Special, 96 laps; Jackie Holmes, Pat Clancy Special, 65 laps; Lee Wallard, Maserati Special, 55 laps; Bayless Leverett, Wynn's Friction Proof Special, 52 laps; Rex Mays, Novi Motal Special, 48 laps; Jack McGrath, City of Tacoma Special, 39 laps; F. Agabashian, Maserati Special, 38 laps; Manuel Ayulo, 24 laps; Duke Nalon, Novi Mobil Special, 23 laps; Sam Hanks, Love Machine & Tool Special, 20 laps; Chas. Van Acker, Redmer Special, 10 laps; Geo. Lynch, Auto Shippers Special, 1 lap.



STATISTICS OF THE 1950 500-MILE RACE (Called at 345 Miles Because of Rain)

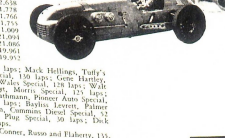
***Honorary Referee*—Clarence Bessemyer** **Starter—Seth Klein** **Pace Car—Mercury**

Non-Stock Supercharged Motors, 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Motors, 274.59 Cubic Inches (4,500 cc.) Piston Displacement or Less; and Diesel Engines, 402.68 Cubic Inches (6,600 cc.) Piston Displacement or Less (One or Two-Seated Bodies, No Weight Limits.)

Car No.	Driver	Car	Cyldrs.	Piston Bore	Stroke	Displ.	*Time	M.P.H.
1	1	Johnny Parsons, Wynn's Friction Proofing Spl.	4	4.3125	4.625	270	2:46:55.97	124.002
2	3	Bill Holland, Blue Crown Spark Plug Spl.	4	4.3175	4.625	270	2:47:35.97	123.638
3	51	Mauri Rose, Offenhauser Spl.	4	4.3125	4.625	270	2:48:04.96	121.778
4	14	Troy Ruttman, John Zink Spl.	4	4.3125	4.625	270	2:48:41.97	121.766
5	117	Joie Chitwood, Wolfe Spl.	4	4.3125	4.625	270	2:47:32.99	123.755
6	8	Tony Bettenhausen, Blue Crown Spark Plug Spl.	4	4.3125	4.625	270	2:48:34.97	121.999
7	98	Walt Faulkner, Grant Piston Ring Spl.	4	4.3125	4.625	270	2:47:13.53	121.994
8	5	George Connor, Blue Crown Spark Plug Spl.	4	4.3125	4.625	270	2:47:14.25	123.886
9	19	Paul Russo, Russo-Nickels Spl.	4	4.3125	4.625	270	2:48:48.32	119.961
10	59	Pat Flaherty, Granatelli Enterprises Spl.	4	4.3125	4.625	270	2:48:49.82	119.942

Also started—Myron Fohr, Bardahl Special, 133 laps; Duane Carter, Belanger Special, 133 laps; Mack Hellings, Tuffy's Offy, 132 laps; Jack McGrath, Hinkle Special, 131 laps; Troy Ruttman, Bowes Seal Fast Special, 130 laps; Gene Hartley, Troy Oil Special, 128 laps; Jimmie Davies, Pat Clancy Special, 126 laps; Johnny McDowell, Wallis Special, 126 laps; Walt Brown, Brown Offy, 127 laps; Spider Webb, Fadely-Anderson Special, 126 laps; Jerry Hoyt, Hoyt, Morris Special, 125 laps; Walt Ader, Sampson Special, 123 laps; Jackie Holmes, Norm Olson Special, 123 laps; Jim Rathman, Pioneer Auto Special, 122 laps; Henry Banks, I.F.C. Special, 112 laps; Bill Schindler, Auto Shippers Special, 111 laps; Bayless Leverett, Palmer Special, 108 laps; Fred Agabashian, Wynn's Friction Proofing Special, 64 laps; Jimmy Jackson, Cummins Diesel Special, 52 laps; Sam Hanks, Merz Engineering Special, 42 laps; Tony Bettenhausen, Blue Crown Special, 38 laps; Troy Ruttman, Troy Oil Special, 30 laps; Duke Dinsmore, Bowen Motors Special, 10 laps.

* Laps completed: Parsons, 138; Holland, Rose, Green, 132; Chitwood, Wallard, 130; Faulkner, Conner, Russo and Flaherty, 131.



STATISTICS OF THE 1951 500-MILE RACE

***Honorary Referee*—Clarence Bessemyer** **Starter—Seth Klein** **Pace Car—Chrysler**

Non-Stock Supercharged Motors, 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Motors, 274.59 Cubic Inches (4,500 cc.) Piston Displacement or Less; and Diesel Engines, 402.68 Cubic Inches (6,600 cc.) Piston Displacement or Less (One or Two-Seated Bodies, No Weight Limits.)

Car No.	Driver	Car	Cyldrs.	Piston Bore	Stroke	Displ.	Time	M.P.H.
1	99	Lee Wallard, Belanger Spl.	4	4.250	4.250	241	3:57:38.05	126.244
2	85	Mike Nazaruk, Jim Robbins Spl.	4	4.3125	4.625	270	3:59:25.31	125.502
3	9	Jack McGrath & Manuel Ayulo, Hinkle Spl.	4	4.3125	4.625	270	4:00:29.42	124.745
4	57	Andy Linden, Lotenberger Spl.	4	4.3125	4.625	270	4:02:18.06	123.843
5	52	Bobby Ball, Blakely Spl.	4	4.3125	4.625	270	4:02:30.27	123.709
6	1	Henry Banks, Blue Crown Spark Plug Spl.	4	4.3125	4.625	270	4:00:18.02	123.403
7	68	Carl Forberg, Auto Shippers Spl.	4	4.3125	4.625	270	Flagged	193 Laps
8	27	Duane Carter, Mobilgas Spl.	4	4.322	4.625	272	Flagged	188 Laps
9	7	Tony Bettenhausen, Mobilgas Spl.	4	4.3125	4.625	270	Out	178 Laps
10	18	Duke Nalon, Novi Purebulbe Spl.	8	3.187	2.840	181	Out	154 Laps

Also started—Gene Force, Brown Motor Company Spl., 142 laps; Sam Hanks, Peter Schmidt Spl., 135 laps; Bill Schindler, Chapman Spl., 129 laps; Manny Rose, Pennwell Spl., 126 laps; Walt Faulkner, Agajanian Grant Piston Ring Spl., 125 laps; Jimmy Davies, Parks Offenhauser Spl., 110 laps; Fred Agabashian, Granatelli Grant Piston Ring Carl Scarborough, McManus Spl., 100 laps; Bill Mackey, Earl Hall Spl., 97 laps; Claudell Bardahl Spl., 109 laps; laps; Johnny Parsons, Wynn's Friction Proofing Spl., 87 laps; Cecil Green, John Zink Special, 73 laps; Chet Miller, Rathman, Chapman Featherweight Special, 75 laps; Duke Dinsmore, Bowen Motor Company Spl., 89 laps; Tony Novi Purebulbe Spl., 76 laps; Walt Bowen, Federal Engineering Spl., 55 laps; Rodger Ward, Derk Manufacturing Company Spl., 41 laps; Cliff Griffith, Morris Spl., 30 laps; Bill Vukovich, Derk Manufacturing Company Blue Crown Spark Plug Spl., 29 laps; Mack Hellings, Tuffanelli & Dirrico Spl., 18 laps; Johnny McDowell, W. & J

STATISTICS OF THE 1952 500-MILE RACE

***Honorary Referee*—Raymond G. Firestone** **Starter—Seth Klein** **Pace Car—Studebaker**

Non-Stock Supercharged Motors, 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Motors, 274.59 Cubic Inches (4,500 cc.) Piston Displacement or Less; and Diesel Engines, 402.68 Cubic Inches (6,600 cc.) or Less (One or Two-Seated Bodies, No Weight Limits.)

Car No.	Driver	Car	Cyldrs.	Piston Bore	Stroke	Displ.	Time	M.P.H.
1	98	Troy Ruttman, Agajanian Spl.	4	4.322	4.500	264	3:52:41.88	128.922
2	99	Jim Rathman, Grancor Wynn's Spl.	4	4.312	4.625	270	3:56:14.24	126.773
3	14	Tony Bettenhausen, Bardahl	4	4.312	4.625	270	3:58:53.48	125.309
4	51	Duane Carter, Belanger Motors Spl.	4	4.325	4.500	264	3:59:39.21	125.259
5	53	Art Cross, Novi Special Fuel Spl.	4	4.312	4.625	270	4:01:22.06	124.292
6	77	Jimmy Bryan, Peter Schmidt Spl.	4	4.312	4.625	270	4:02:06.25	123.914
7	37	Jimmy Reece, Kurtis Kraft Spl.	4	4.312	4.625	270	4:01:17.15	123.914
8	34	George Connor, Red Ring Elec. Spl.	4	4.312	4.625	270	4:04:42.30	122.593
9	22	Cliff Griffith, Tom Sarafian Spl.	4	4.322	4.500	270	4:05:05.65	122.403
10	3	Johnnie Parsons, Jim Robbins Spl.	4	4.355	4.500	270	4:06:19.71	121.789

Also started—Jack McGrath, Hinkle Special, 200 laps; Jim Rigsby, Bob Estes Special, 200 laps; Joe James, Bardahl Special, 200 laps; Bill Schindler, Chapman Special, 200 laps; George Fonder, Lotenberger Special, 197 laps; Eddie Johnson, Central Excavating Special, 195 laps; Bill Vukovich, Fuel Injection Engineering Special, 195 laps; Eddie Johnson-Springfield Welding's Smith Special, 187 laps; Henry Banks, Blue Crown Spark Plug Special, 184 laps; Chuck Stevenson, Lloyd Cram Company Special, 183 laps; Johnny McDowell Special, 182 laps; Spider Webb, Granatelli Enterprises Special, 162 laps; Rodger Ward, Federal Engineering Detroit Special, 130 laps; Tony Bettenhausen, Blue Crown Spark Plug Special, 95 laps; Duke Nalon, Novi Pure Oil Special, 84 laps; Bob Sweikert, McNamara Special, 77 laps; Fred Agabashian, Cummins Diesel Special, 71 laps; Gene Hartley, Mel-Rae Special, 65 laps; Bob Scott, Morris Special, 49 laps; Chet Miller, Novi Pure Oil Special, 41 laps; Alberto Ascari, Ferrari Special, 40 laps; Bobby Ball, Amsted Rotary Special, 34 laps; Andy Linden, Miracle Power Special, 20 laps.

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TIMES AND AVERAGES

STATISTICS OF THE 1955 500-MILE RACE

***Honorary Referee*—Henry Ford II** **Starter—Seth Klein** **Pace Car—Ford Sunliner**

Non-Stock supercharged engines, 183.060 Cubic Inches (3,000 cc.) Piston Displacement or Less and Non-Stock Non-Supercharged Engines, 274.59 Cubic Inches (4,500 cc.) Diesel Engines, 402.68 Cubic Inches (6,600 cc.) or Less. Turbine Motors, no size limitation. (No weight limits.)

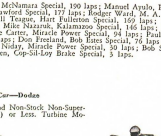
Pos.	Car No.	Driver	Car	Cylders.	Bore	Piston Stroke Displ.	Time	M.P.H.
1	14	Bill Vukovich, Fuel Injection Spl.		4	4.375	4.500 270	3:53:01.69	128.740
2	16	Art Cross, Sgt. Welding's Clay Smith Spl...		4	4.312	4.500 263	3:53:52.36	126.827
3	5	Sam Hanks & Duane Carter, Bardahl Spl....		4	3.375	3.500 270	3:57:13.24	126.465
4	59	Johnnie Parsons, Belond-Miracle Power Special, Offenhauser-Elgin Piston Pin Special		4	4.375	4.500 270	3:57:40.01	126.219
5	5	Jack McGrath, Hinkle Special		4	4.312	4.625 270	4:00:31.33	124.556
6	48	Jimmy Daywalt, Sumar Special		4	4.312	4.625 270	4:01:31.88	124.379
7	2	Jim Rathmann & Eddie Johnson, Travelon Trailer Special		4	4.375	4.500 270	4:01:47.65	124.072
8	12	Ernie McCoy, Chapman Special		4	4.312	4.625 270	4:03:06.23	123.404
9	98	Tony Bettenhausen & Gene Hartley, Agajanian Special		4	4.312	4.500 263	4:00:09.49	122.455
10	53	Jimmy Davies, Pat Clancy Special		4	4.312	4.500 270	4:02:31.81	119.295

Also started—Duke Nalon, Novi Governor Special, 191 laps; Carl Scarborough and Bob Scott, McNamara Special, 190 laps; Manuel Ayulo, Peter Schmidt Special, 184 laps; Jim Bryan, Blakely Oil Special, 183 laps; Bill Holland and Jim Rathmann, Crawford Special, 177 laps; Rodger Ward, M. A. Walker Special, 172 laps; Walt Faulkner and Johnny Mantz, Automobile Shippers Special, 176 laps; Marshall Teague, Hart Fullerton Special, 169 laps; Spider Webb and Jackie Holmes, Lubaloy Special, 165 laps; Bob Sweikert, Dean Van Lines Special, 151 laps; Mike Nazaruk, Kalamazoo Special, 146 laps; Pat Flaherty, Peter Schmidt Special, 115 laps; Jerry Hoyt and Andy Linden, John Zink Special, 107 laps; Duane Carter, Miracle Power Special, 94 laps; Paul Russo, Federal Engineering Detroit Special, 89 laps; Johnnie Parsons, Belond Equa-Flow Exhaust Special, 86 laps; Don Freeland, Bob Estes Special, 76 laps; Gene Hartley, Federal Engineering Detroit Special, 53 laps; Chuck Stevenson, Agajanian Special, 42 laps; Cal Niday, Miracle Power Special, 30 laps; Bob Scott, Belond Equa-Flow Exhaust Special, 14 laps; Johnny Thomson, Dr. Sabourin Special, 6 laps; Andy Linden, Cop-Sil-Loy Brake Special, 5 laps.

NOTE: Relief drivers listed only when they finished a car started by someone else.

STATISTICS OF THE 1954 500-MILE RACE

***Honorary Referee*—Ralph DePalma** **Starter—W. H. Vandervater** **Pace Car—Dodge**



Non-Stock supercharged engines, 183,060 Cubic Inches (3,000 cc.) Piston Displacement or Less and Non-Stock Non-Supercharged Engines, 274.79 Cubic Inches (4,500 cc.) Diesel Engines, 402.68 Cubic Inches (6,600 cc.) or Less. Turbine Motors, no size limitation. (No weight limits.)

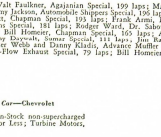
Pos.	Car No.	Driver	Car	Cylders.	Bore	Piston Stroke Displ.	Time	M.P.H.
1	14	Bill Vukovich, Fuel Injection Spl.		4	4.375	4.500 271	3:49:17.27	130.840
2	9	Jimmy Bryan, Dean Van Lines Spl.		4	4.312	4.500 263	3:50:27.26	130.178
3	2	Jack McGrath, Hinkle Spl.		4	4.312	4.625 270	3:50:36.97	130.086
4	1	Troy Ruttman, Automobile Shippers Spl.		4	4.375	4.500 271	3:52:09.90	129.218
5	73	Mike Nazaruk, McNamara Spl.		4	4.375	4.500 271	3:52:41.85	128.923
6	77	Fred Agabashian, Merz Engr. Spl.		4	4.312	4.500 272	3:53:04.83	128.711
7	7	Don Freeland, Bob Estes Spl.		4	4.375	4.500 271	3:53:50.65	128.474
8	3	Paul Russo and Jerry Hoyt, Amsted Rotary Engr. Spl.		4	4.375	4.500 271	3:54:18.39	128.037
9	28	Larry Crockett, Fed. Mogul Spl.		4	4.312	4.625 270	3:56:24.56	126.899
10	24	Cal Niday, Jim Robbins Spl.		4	4.375	4.500 271	3:56:24.93	126.895

Also started—Art Cross and Jimmie Davies, Bardahl Special, 200 laps; Chuck Stevenson and Walt Faulkner, Agajanian Special, 199 laps; Manuel Ayulo, Schmidt Special, 197 laps; Bob Sweikert, Dean Van Lines Special, 197 laps; Duane Carter and Jimmy Jackson, Automobile Shippers Special, 196 laps; Ernie McCoy, Crawford Special, 194 laps; Jimmy Reece, Malloy Special, 194 laps; Pat Flaherty and Bob Scott, Chapman Special, 195 laps; Frank Arno, Martin Bros. Special, 193 laps; Sam Hanks and Duane Carter, Bardahl Special, 191 laps; Pat O'Connor, Hopkins Special, 188 laps; Rodger Ward, Dr. Sabourin Special, 172 laps; Gene Hartley and Marshall Teague, John Zink Special, 169 laps; Johnny Thomson and Bill Homeier, Chapman Special, 165 laps; Andy Linden and Bill Vukovich, Jr., Belanger Special, 139 laps; Jimmy Daywalt, Sumar Special, 134 laps; Tony Bettenhausen and Pat Flaherty, Bardahl Special, 110 laps; Tom Berry, Belanger Special, 105 laps; Mel Wiggins and Danny Klaus, Advance Motor Special, 104 laps; Len Duncan and George Fonder, Ray Brady Special, 101 laps; Johnnie Parsons, Belond Equa-Flow Exhaust Special, 79 laps; Bill Homeier, Jones and Maloy Special, 74 laps.

NOTE: Relief drivers listed only when they finished a car started by someone else.

STATISTICS OF THE 1955 500-MILE RACE

***Honorary Referee*—B. A. Stranahan, Jr.** **Starter—W. H. Vandervater** **Pace Car—Chevrolet**



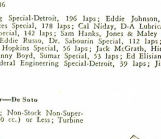
Non-Stock supercharged engines, 183.060 cubic inches (3,000 cc.) Piston Displacement or Less; Non-Stock non-supercharged engines, 274.59 cubic inches (4,500 cc.) or Less; Diesel Engines, 335.57 cubic inches (5,600 cc.) or Less; Turbine Motors, no size limitation. (No weight limits.)

Pos.	Car No.	Driver	Car	Cyl.	Bore	Piston Stroke Displ.	Time	M.P.H.
1	6	Bob Sweikert, John Zink Spl.		4	4.3125	4.625 270	3:53:59.33	128.209
2	98	Tony Bettenhausen, Chapman Spl.		4	4.375	4.500 270	3:56:43.11	126.735
3	15	Jimmy Davies, Bardahl Spl.		4	4.375	4.500 270	3:57:31.89	126.299
4	44	Johnny Thomson, Schmidt Spl.		4	4.3125	4.625 270	3:57:38.44	126.241
5	77	Walt Faulkner, Merz Engineering Spl.		4	4.375	4.500 270	3:59:16.66	125.371
6	19	Andy Linden, Masaglia Spl.		4	4.375	4.500 270	3:59:37.47	125.022
7	71	Al Herman, Martin Bros. Spl.		4	4.3125	4.625 270	4:00:23.81	124.794
8	29	Pat O'Connor, Amsted-Rotary Spl.		4	4.3125	4.625 270	4:00:41.09	124.644
9	48	Jimmy Daywalt, Sumar Spl.		4	4.375	4.500 270	4:01:09.39	124.401
10	89	Pat Flaherty, Dunn Engineering Spl.		4	4.3125	4.625 270	4:01:46.05	124.086

Also started—Duane Carter, Agajanian Special, 197 laps; Chuck Weyant, Federal Engineering Special-Detroit, 196 laps; Eddie Johnson, McNamara Special, 196 laps; Jim Rathman, Belond-Miracle Power Special, 191 laps; Don Freeland, Bob Estes Special, 178 laps; Cal Niday, D-A Lubricants Special, 170 laps; Art Cross, Belanger Special, 168 laps; Shorty Templeman, Central Excavating Special, 152 laps; Sam Hanks, Jones & Maloy Special, 134 laps; Keith Andrews, McDaniel Special, 129 laps; Johnnie Parsons, Tres Brass Special, 119 laps; Eddie Russo, Dr. Sabourin Special, 112 laps; Ray Crawford, Schmidt Special, 111 laps; Jimmy Bryan, Dean Van Lines Special, 107 laps; Bill Vukovich, Hopkins Special, 56 laps; Jack McGrath, Hinkle Special, 54 laps; Al Keller, Sam Traylor Special, 54 laps; Rodger Ward, Aristo Blue Special, 53 laps; Johnny Boyd, Sumar Special, 53 laps; Ed Elisian, Westwood Garage & Tool Special, 53 laps; Jerry Hoyt, Jim Robbins Special, 40 laps; Fred Agabashian, Federal Engineering Special-Detroit, 39 laps; Jimmy Reece, Malloy Special, 39 laps.

STATISTICS OF THE 1956 500-MILE RACE

***Honorary Referee*—Herman Teetor** **Starter—W. H. Vandervater** **Pace Car—De Soto**



Non-Stock Supercharged Engines 183.060 Cubic Inches (3,000 cc.) Piston Displacement or less; Non-Stock Non-Supercharged Engines 274.59 Cubic Inches (4,500 cc.) or less; Diesel Engines 335.57 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weight limits.)

Pos.	Car No.	Driver	Car	Cyl.	Bore	Piston Stroke Displ.	Time	M.P.H.
1	8	Pat Flaherty, John Zink Spl.		4	4.3125	4.625 270	3:53:28.84	128.490
2	4	Sam Hanks, Jones & Maloy Spl.		4	4.3125	4.625 270	3:53:49.30	128.303
3	16	Don Freeland, Bob Estes Spl.		4	4.3125	4.625 270	3:54:39.97	127.604
4	99	Johnnie Parsons, Agajanian Spl.		4	4.250	4.125 270	3:56:54.48	126.631
5	75	Dick Rathmann, McNamara Spl.		4	4.3125	4.625 270	3:57:06.65	126.433
6	1	Bob Sweikert, D-A Lubricant Spl.		4	4.500	4.375 270	3:59:05.85	125.489
7	14	Bob Veith, Fed. Engr. Spl., Detroit		4	4.3125	4.625 270	3:59:54.50	125.048
8	19	Rodger Ward, Filter Queen Spl.		4	4.3125	4.625 270	4:00:01.15	124.990
9	26	Jimmy Reece, Masaglia Hotels Spl.		4	4.3125	4.625 270	4:00:07.11	124.938
10	27	Cliff Griffith, Jim Robbins Spl.		4	4.3125	4.625 270	4:01:45.48	123.471

Also started—Gene Hartley, Central Excavating Special, 196 laps; Fred Agabashian, Federal Engineering Special, Detroit, 196 laps; Bob Christie, Hehe Special, 196 laps; Al Keller, Sam Traylor Special, 195 laps; Eddie Johnson, Central Excavating Special, 195 laps; Billy Garrett, Grenman-Casale Special, 195 laps; Duke Dinsmore, Shannon's Special, 191 laps; Pat O'Connor, Amsted-Rotary Special, 187 laps; Jimmy Bryan, Dean Van Lines Special, 183 laps; Tom Cox, Hopkins Special, 181 laps; Johnnie Tolan, Tres Brass Foundry Special, 173 laps; Tony Bettenhausen, Belanger Motors Special, 169 laps; Ed Elisian, Hurt Machine Special, 157 laps; Jimmy Daywalt, Sumar Special, 114 laps; Jack Turner, Trevelon Trailer Special, 131 laps; Andy Linden, Chapman Special, 98 laps; Keith Andrews, Dunn Engineering Special, 94 laps; Al Herman, Bardahl Special, 74 laps; Ray Crawford, Crawford Special, 49 laps; Johnny Boyd, Bowes Seal Fast Special, 33 laps; Troy Ruttman, John Zink Special, 22 laps; Johnny Thomson, Schmidt Special, 22 laps; Paul Russo, Novi Vespa Special, 21 laps.

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TIMES AND AVERAGES

STATISTICS OF THE 1957 500-MILE RACE

***Honorary Referee*—Louis Schwitzer, Sr.** ***Starter*—W. H. Vandewater** ***Pace Car*—Mercury**

Non-Stock Supercharged Engines 170.856 Cubic Inches (2,800 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Engines 256.284 Cubic Inches (4,200 cc.); Diesel Engines 335.57 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weights limits.)

Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	9	Sam Hanks, Belond Exhaust Spl.		4	4.156	6.625	258.	3:43:14.25	135.601
2	26	Jim Rathmann, Chiropractic Spl.		4	4.3125	4.375	255.	3:41:35.75	135.382
3	1	Jimmy Bryan, Dean Van Lines Spl.		4	4.2493	4.500	254.6	3:41:38.25	134.246
4	14	Paul Russo, Novi Auto. Air Cond. Spl.		8	3.200	2.625	168.6*	3:44:11.10	133.818
5	75	Andy Linden, McNamara Veedol Spl.		4	4.250	4.500	255.3	3:44:28.55	133.645
6	6	Johnny Boyd, Bowes Seal Fast Spl.		4	4.31875	4.500	251.6	3:45:49.35	132.846
7	48	Marshall Teague, Sumar Spl.		4	4.318	4.500	251.3	3:45:59.85	132.745
8	12	Pat O'Connor, Sumar Spl.		4	4.250	4.500	255.3	3:46:47.35	132.281
9	7	Bob Veith, Bob Estes Spl.		4	4.250	4.500	255.3	3:47:31.35	131.855
10	22	Gene Hartley, Missoglia Hotels Spl.		4	4.21875	4.500	251.6	3:48:24.40	131.345

Also started—Jack Turner, Bardahl Special, 209 laps; Johnny Thomson, D-A Lubricant Special, 199 laps; Bob Christie, Jones & Maley Special, 197 laps; Chuck Weyant, Central Excavating Special, 194 laps; Tony Bettenhausen, Novi Auto. Air Cond. Special, 195 laps; Ebbonnie Parsons, Sumar Special, 195 laps; Don Freeland, Amtrol-Rotary Special, 192 laps; Jimmy Reece, Hoyt Machine Special, 182 laps; Don Edmunds, McKay Special, 170 laps; Johnnie Tolan, Greenman-Casale Special, 158 laps; Al Herman, Dunn Engineering Special, 111 laps; Freddie Agabashian, Bowes Seal Fast Special, 107 laps; Eddie Sachs, Greenman-Casale Special, 105 laps; Mike Magill, Dayton Steel Foundry Special 101 laps; Eddie Johnson, Chapman Special, 93 laps; Bill Cheesbourg, Seal Line Special, 84 laps; Al Keller, Bardahl Special, 73 laps; Jimmy Daywalt, Helse Special, 53 laps; Ed Elisian, McNamara Special, 51 laps; Rodger Ward, Walcott Special, 27 laps; Troy Ruttman, John Zink Special, 13 laps; Eddie Russo, Sclavi & Amos Special, 6 laps; Elmer George, Travelon Trailer Special, 0 laps.

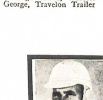
† Driver car qualified by D. Rathmann.

* Supercharged.

STATISTICS OF THE 1958 500-MILE RACE

***Honorary Referee*—R. A. Stranahan, Jr.** ***Starter*—W. H. Vandewater** ***Pace Car*—Pontiac**

Non-Stock Supercharged Engines 170.856 Cubic Inches (2,800 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Engines 256.284 Cubic Inches (4,200 cc.); Diesel Engines 335.57 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weights limits.)



Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	1	Jimmy Bryan, Belond AP Spl.		4	4.176	4.625	252.	3:44:11.80	133.791
2	99	George Amick, Dessler Spl.		4	4.250	4.500	255.3	3:44:41.45	133.517
3	9	Johnny Boyd, Bowes Seal Fast Spl.		4	4.21875	4.500	251.6	3:45:23.75	133.099
4	35	Tony Bettenhausen, Jones-Maley Spl.		4	4.21875	4.500	251.6	3:45:45.60	132.893
5	2	Jim Rathmann, Leader Card 500 Spl.		4	4.28125	4.375	251.9	3:45:49.45	132.847
6	5	Jimmy Reece, John Zink Spl.		4	4.28125	4.375	251.9	3:46:30.75	132.443
7	36	Don Freeland, Bob Estes Spl.		4	4.21875	4.500	251.6	3:46:54.85	132.405
8	44	Ed Elisian, John Zink Spl.		4	4.28125	4.375	251.9	3:49:47.85	130.550
9	61	Eddie Johnson, Bryant Heating Spl.		4	4.13625	4.625	250.9	3:50:29.38	130.136
10	54	Bill Cheesbourg, Novi Auto Air Cond. Spl.		8	3.200	2.625	168.6*	3:52:17.35	129.149

Also started—Al Keller, Bardahl Special, 200 laps; Johnnie Parsons, Gerhardt Special, 200 laps; Johnnie Tolan, Greenman Casale Special, 200 laps; Bob Christie, Federal Engineering Special, 199 laps; Dempsey Wilson, Sumar Special, 151 laps; A. J. Foyt, Dean Van Lines Special, 148 laps; Mike Magill, Dayton Steel Foundry Special, 136 laps; Paul Russo, Novi Auto Air Conditioning Special, 122 laps; Shorty Templeman, McNamara Special, 105 laps; Rodger Ward, Wolcott Fuel Injection Special, 93 laps; Billy Garrett, Chapman Special, 89 laps; Eddie Sachs, Schmidt Special, 68 laps; Johnny Thomson, D-A Lubricant Special, 52 laps; Chuck Weyant, Dunn Engineering Special, 38 laps; Jack Turner, Missoglia Hotels Special, 21 laps; Bob Veith, Bowes Seal Fast Special, 1 lap; Dick Rathmann, McNamara Special, 0 laps; Eli Elisian, John Zink Special, 0 laps; Pat O'Connor, Sumar Special, 0 laps; Paul Goldsmith, City of Daytona Beach Special, 0 laps; Jerry Unser, McKay Special, 0 laps; Len Sutton, Jim Robbins Special, 0 laps; Art Bisch, Helse Special, 0 laps.

* Supercharged.

STATISTICS OF THE 1959 500-MILE RACE

***Honorary Referee*—Vernon A. Bellman** ***Starter*—W. H. Vandewater** ***Pace Car*—Buick**

Non-Stock Supercharged Engines 170.856 Cubic Inches (2,800 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Engines 256.284 Cubic Inches (4,200 cc.); Diesel Engines 335.57 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weights limits.)

Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	7	Roger Ward, Leader Card 500 Rdstr.		4	4.28125	4.375	251.9	3:46:49.20	135.857
2	16	Jim Rathmann, Simoniz Spl.		4	4.28125	4.375	251.9	3:41:41.47	135.619
3	3	Johnny Thomson, Racing Associates Spl.		4	4.28125	4.375	251.9	3:41:50.85	135.340
4	1	Tony Bettenhausen, Hoover Motor Exp. Spl.		4	4.28125	4.375	251.9	3:42:36.25	134.768
5	99	Paul Goldsmith, Dessler Spl.		4	4.250	4.500	255.3	3:42:55.60	134.573
6	35	Johnny Boyd, Bowes Seal Fast Spl.		4	4.28125	4.375	251.9	3:44:06.25	133.867
7	37	Duane Carter, Smokey's Reserve Tony Spl.		4	4.28125	4.375	251.9	3:44:59.45	133.342
8	12	Eddie Johnson, Bryant Htg. & Cool. Spl.		4	4.33625	4.625	259.9	3:44:39.69	133.536
9	45	Paul Russo, Burdahl Special		4	4.21875	4.500	251.6	3:45:00.24	133.334
10	10	A. J. Foyt, Dean Van Lines Spl.		4	4.21875	4.500	251.6	3:45:03.65	133.297

Also started—Gene Hartley, Drewry's Special, 200 laps; Bob Veith, John Zink Heater Special, 200 laps; Al Herman, Dunn Engineering Special, 200 laps; Jimmy Daywalt, Federal Engineering Special, 200 laps; Chuck Arnold, Schmidt Special, 200 laps; Jim McWithey, Ray Brady Special, 200 laps; Eddie Sachs, Schmidt Special, 182 laps; Al Keller, Helse Special, 163 laps; Pat Flaherty, John Zink Heater Special, 162 laps; Dick Rathmann, McNamara Chiropractic Special, 149 laps; Bill Cheesbourg, Greenman-Casale Special, 147 laps; Dempsey Wilson, Jim Robbins Special, 136 laps; Ray Crawford, Meguiar's Mirror Glaze Special, 115 laps; Don Branson, Bob Estes Special, 112 laps; Bob Christie, Federal Engineering Special, 109 laps; Bobby Grim, Sumar Special, 87 laps; Jack Turner, Travelon Trailer Special, 47 laps; Chuck Weyant, Murray Special, 43 laps; Jud Larson, Bowes Seal Fast Special, 43 laps; Mike Magill, Dayton Steel Foundry Special, 45 laps; Red Amick, Wheeler-Foutch Special, 45 laps; Len Sutton, Wolcott Special, 34 laps; Jimmy Bryan, Belond AP Muffler Special, 1 lap.

STATISTICS OF THE 1960 500-MILE RACE

***Honorary Referee*—Vernon A. Bellman** ***Starter*—W. H. Vandewater** ***Pace Car*—Oldsmobile**

Non-Stock Supercharged Engines 170.856 Cubic Inches (2,800 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Engines 256.284 Cubic Inches (4,200 cc.); Diesel Engines 335.61 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weights limits.)

Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	4	Jim Rathmann, Ken-Paul Spl.		4	4.28125	4.375	251.9	3:36:11.56	138.767
2	1	Rodger Ward, Leader Card 500 Rdstr.		4	4.28125	4.375	251.9	3:36:24.01	138.631
3	79	Paul Goldsmith, Dessler Spl.		4	4.250	4.500	255.3	3:39:18.58	136.792
4	7	Don Branson, Bob Estes Spl.		4	4.28125	4.375	251.9	3:39:19.28	136.785
5	3	Johnny Thomson, Adams Quarter Horse Spl.		4	4.28125	4.375	251.9	3:39:22.65	136.750
6	22	Eddie Johnson, Jim Robbins Spl.		4	4.28125	4.375	251.9	3:40:21.98	136.137
7	98	Lloyd Ruby, Agajanian Spl.		4	4.21875	4.500	251.6	3:40:36.88	135.985
8	44	Bob Veith, Schmidt Spl.		4	4.28125	4.375	251.9	3:41:28.78	135.432
9	18	Bud Tingelstad, Jim Robbins Spl.		4	4.28125	4.375	251.9	3:44:21.17	133.717
10	58	Bob Christie, Federal Engineering Spl.		4	4.1062	4.625	254.6	3:44:31.54	133.416

Also started—Red Amick, King O'Lawn Special, 200 laps; Duane Carter, Thompson Industries Special, 200 laps; Bill Homeier, Ridgewood Builders Incorporated Special, 200 laps; Gene Hartley, Sumar Special, 196 laps; Chuck Stevenson, Leader Card 500 Roadster, 196 laps; Bobby Grim, Bill Forbes Special, 194 laps; Shorty Templeman, Federal Engineering Special, 191 laps; Jim Hurtubise, Travelon Trailer Special, 185 laps; Jimmy Bryan, Metal-Cal Special, 152 laps; Troy Ruttman, John Zink Heater Special, 134 laps; Eddie Sachs, Dean Van Lines Special, 132 laps; Don Freeland, Ross Babcock Traveler Special, 129 laps; Tony Bettenhausen, Dowgard Special, 125 laps; Wayne Weiler, Amtrol-Rotary Special, 105 laps; A. J. Foyt, Bowes Seal Fast Special, 99 laps; Eddie Russo, Go-Kart Special, 84 laps; Johnny Boyd, Bowes Seal Fast Special, 77 laps; Gene Force, McKay Special, 74 laps; Jim McWithey, Hoover Motor Express Special, 60 laps; Len Sutton, S-K Racing Enterprises Special, 47 laps; Dick Rathmann, Jim Robbins Special, 42 laps; Al Herman, Joe Hunt Magneto Special, 34 laps; Dempsey Wilson, Bryant Heating & Cooling Special, 11 laps.

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TIMES AND AVERAGES

STATISTICS OF THE 1961 500-MILE RACE

***Honorary Referee*—Raymond Firestone** **Starter—W. H. Vandewater** **Pace Car—Ford Thunderbird**

Non-Stock Supercharged Engines 170.816 Cubic Inches (2,800 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Engines 256.224 Cubic Inches (4,200 cc.) or Less; Diesel Engines 335.61 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weight limits.)

Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	1	A. J. Foyt, Bowes Seal Fast Spl.		4	4.28125	4.375	251.9	3:35:37.49	139.130
2	12	Eddie Sachs, Dean Van Lines Spl.		4	4.28125	4.375	251.9	3:35:45.77	139.041
3	2	Rodger Ward, Leader Card "City Spl."		4	4.28125	4.375	251.9	3:36:52.68	138.339
4	7	Shorty Templeman, B. Forbes Rac. Tm. Spl.		4	4.29100	4.375	253.0	3:39:10.84	136.873
5	14	Al Keller, Kuzma Hot Spl.		4	4.28125	4.375	251.9	3:40:31.94	136.034
6	18	Chuck Stevenson, Metal-Cal Spl.		4	4.28125	4.375	251.9	3:41:09.45	135.742
7	21	Bobby Marshman, Hoover Motor Exp. Spl.		4	4.28125	4.375	251.9	3:41:20.77	135.534
8	3	Lloyd Ruby, Autolite Spl.		4	4.30100	4.375	254.0	3:42:27.14	134.869
9	17	Jack Brabham, Cooper-Climax Spl.		4	3.78000	3.740	167.6	3:43:41.22	134.116
10	34	Norm Hall, Federal Engineering Spl.		4	4.19670	4.623	254.6	3:43:42.39	134.104

Also started—Gene Hartley, John Chalik Spl., 108 laps; Parnelli Jones, Agajanian Willard Batt Spl., 192 laps; Dick Rathmann, Jim Robbins Spl., 164 laps; Paul Goldsmith, Racing Associates Spl., 160 laps; Wayne Weiler, Hopkins Spl., 147 laps; Dempsey Wilson, Lysle Greenman Spl., 143 laps; Bob Christie, North Electric Spl., 132 laps; Eddie Johnson, Jim Robbins Spl., 102 laps; Jim Hurtubise, Demler Spl., 102 laps; Troy Ruttman, John Zink Trackburner Spl., 101 laps; Johnny Boyd, Leader Card 500 Roadster, 95 laps; A. J. Shepherd, Travelon Trailer Spl., 31 laps; Roger McCluskey, Racing Associates Spl., 31 laps; Bill Cheesbourg, Dean Van Lines Spl., 30 laps; Don Davis, Dart-Kart Spl., 9 laps; Jim Rathmann, Simoniz Spl., 48 laps; Jimmy Daywalt, Schulz Furling Equipment Spl., 27 laps; Bobby Grim, Thompson Industries Spl., 26 laps; Don Branson, Hoover Motor Express Spl., 2 laps.

STATISTICS OF THE 1962 500-MILE RACE

***Honorary Referee*—R. A. Stranahan** **Starter—Pat Vidan** **Pace Car—Studebaker Lark**

Non-Stock Supercharged Engines 170.816 Cubic Inches (2,800 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Engines 256.224 Cubic Inches (4,200 cc.) or Less; Diesel Engines 335.61 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weight limits.)

Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	3	Rodger Ward, Leader Card 500 Rdstr.		4	4.28125	4.375	251.9	3:33:59.33	140.293
2	7	Len Sutton, Leader Card 500 Rdstr.		4	4.28125	4.375	251.9	3:34:01.83	140.167
3	12	Eddie Sachs, Dean Autolite Spl.		4	4.28125	4.375	251.9	3:34:10.26	140.073
4	27	Don Davis, J. H. Roof Truck Line Spl.		4	4.28125	4.375	251.9	3:34:38.46	139.758
5	54	Bobby Marshman, Bryar Hdg. & Cont. Spl.		4	4.28125	4.375	251.9	3:36:09.27	138.790
6	15	Jim McElreath, Schulz Furl. Equip. Spl.		4	4.28125	4.375	251.9	3:36:22.02	138.653
7	98	Parnelli Jones, Agajanian's Whirl. Brry. Spl.		4	4.28125	4.375	251.9	3:36:33.18	138.534
8	17	Lloyd Ruby, Thompson Industries Spl.		4	4.29125	4.375	253.1	3:37:06.33	138.182
9	44	Jim Rathmann, Simoniz Vista Special		4	4.28125	4.375	251.9	3:39:07.93	136.913
10	34	Johnny Boyd, Metal-Cal Special		4	4.28125	4.375	251.9	3:39:37.19	136.600

Also started—Shorty Templeman, Bill Forbes Racing Team Spl., 200 laps; Don Branson, Mid-Continent Securities Spl., 200 laps; Jim Hurtubise, Jim Robbins Spl., 200 laps; Ed Rose, J. H. Rose Truck Line Spl., 200 laps; Konstant Hot Spl., 200 laps; Roger McCluskey, Bell Lines Trucking Spl., 169 laps; Elmer George, Sarkes Tarzian Spl., 167 laps; Troy Ruttman, Jim Robbins Spl., 141 laps; Bobby Grim, Moorcroft Spl., 97 laps; Don Gurney, Thompson Harvey Aluminum Spl., 91 laps; Chuck Hulse, Federal Engineering Spl., 87 laps; Jimmy Daywalt, Albany New York Spl., 73 laps; A. J. Foyt, Bowes Seal Fast Spl., 70 laps; Dick Rathmann, Chapman Spl., 52 laps; Eddie Johnson, Polyzote Foam Spl., 39 laps; Paul Goldsmith, American Rubber & Plastics Spl., 37 laps; Gene Hartley, Drewrys Spl., 24 laps; Paul Russo, Denver-Chicago Trucking Co. Spl., 21 laps; Jack Turner, Bardahl Spl., 18 laps; Bob Christie, North Electric Spl., 18 laps; Allen Crowe, S-K Racing Enterprise Spl., 14 laps; Chuck Rodee, Travelon Trailer Spl., 13 laps; Bob Veith, Megnars Mirror Glaze Spl., 13 laps.

STATISTICS OF THE 1963 500-MILE RACE

***Honorary Referee*—Baxter F. Ball** **Starter—Pat Vidan** **Pace Car—Chrysler 300 J**

Non-Stock Supercharged Engines 170.356 Cubic Inches (2,899 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Engines 256.224 Cubic Inches (4,200 cc.) or Less; Diesel Engines 335.61 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weight limits.)

Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	98	Parnelli Jones, Agajanian Willard Spl.		4	4.28125	4.375	251.9	3:29:35.49	143.137
2	92	Jim Clark, Lotus Ford/Ford Fuel		8	3.760	2.874	255.6*	3:30:49.24	142.072
3	2	A. J. Foyt, Sheraton-Thompson Spl.		4	4.28125	4.375	251.9	3:30:57.54	142.219
4	4	Rodger Ward, Kaiser Aluminum Spl.		4	4.28125	4.375	251.9	3:32:37.99	141.090
5	4	Don Branson, Leader Card 500 Roadster		4	4.28125	4.375	251.9	3:32:58.11	140.806
6	1	Jim McElreath, Forbes Racing Team Spl.		4	4.28125	4.375	251.9	3:32:58.43	140.802
7	93	Dan Gurney, Lotus Ford/Ford Fuel		8	3.760	2.874	255.6*	3:34:10.61	140.071
8	19	Chuck Hulse, Dean Van Lines Spl.		4	4.28125	4.375	251.9	3:34:11.26	140.061
9	84	Al Miller, Thompson Harvey Alum. Spl.		4	4.1250	2.899	255 *	3:35:09.98	139.524
10	25	Dick Rathmann, Chapman Spl.		4	4.28125	4.375	251.9	3:36:04.09	138.849

Also started—Dempsey Wilson, Lysle Fresh Orange Juice Special, 200 laps; Troy Ruttman, J. R. Autocrat Seat Belt Special, 200 laps; Bob Christie, Travelon Trailer Special, 200 laps; Allen Crowe, Thompson Special, 200 laps; Roger McCluskey, Konstant Hot Special, 198 laps; Bobby Marshman, Bowes-Fast Rental Special, 198 laps; Eddie Sachs, Bryant Heating & Cooling Special, 191 laps; Paul Goldsmith, Dempsey Special, 149 laps; Lloyd Ruby, John Zink Trackburner Special, 128 laps; Eddie Johnson, Drewrys Special, 112 laps; Chuck Stevenson, Bardahl Special, 110 laps; Jim Hurtubise, Hotel Tropicana Special, 102 laps; Duane Carter, Mickey Thompson Aluminum Special,* 100 laps; Jim Rathmann, Coral Harbour Special, 99 laps; Bobby Grim, Moorcroft Special, 79 laps; Bob Veith, Sheraton-Thompson Special, 74 laps; Allen Crowe, Gabriel Shocker Special, 47 laps; Bud Tingelstad, Hoover Inc. Special, 46 laps; Johnny Rutherford, Clint Brittmoore Special, 42 laps; Elmer George, Sarkes Tarzian Special, 21 laps; Art Malone, S.T.P. Special, 8 18 laps; Johnny Boyd, Bowes "Seal Fast" Special, 12 laps; Bobby Unser, Hotel Tropicana Special, 8 2 laps.

*—rear engine #—supercharged

STATISTICS OF THE 1964 500-MILE RACE

Honorary Referee—Raymond Firestone **Starter—Pat Vidan** **Pace Car—Ford Mustang**

Non-Stock Supercharged Engines 170.816 Cubic Inches (2,800 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Engines 256.224 Cubic Inches (4,200 cc.) or Less; Diesel Engines 335.61 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weight limits.)

Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	1	A. J. Foyt, Sheraton-Thompson Spl.		4	4.28125	4.375	251.9	3:23:35.83	147.350
2	2	Rodger Ward, Kaiser Aluminum Special		8	3.760	2.874	255.2*	3:25:00.18	146.359
3	38	Lloyd Ruby, Bell Parts Racing Team		8	3.760	2.874	255.2*	3:27:52.84	144.370
4	99	Johnny White, Demler Special		4	4.28125	4.375	251.9	3:29:29.10	143.206
5	98	Johnny Boyd, Vita Fresh Orange Juice Spl.		4	4.28125	4.375	251.9	3:30:05.31	142.745
6	15	Bud Tingelstad, Federal Engineering Special		4	4.28125	4.375	251.9	Flagged	198 laps
7	24	Don Ruthmann, Chapman Special		4	4.28125	4.375	251.9	Flagged	197 laps
8	8	Bob Harkey, Wally Weir Modulaps Spl.		4	4.28125	4.375	251.9	Flagged	197 laps
9	68	Bob Wente, Moorcroft/Taylor Special		4	4.28125	4.375	251.9	Flagged	197 laps
10	16	Bobby Grim, Konstant Hot Special		4	4.28125	4.375	251.9	Flagged	196 laps

Also started—Art Malone, Studebaker STP Special #, 194 laps; Don Branson, Wynn's Friction Proofing Special*, 187 laps; Walt Hangsen, MG-Liquid Suspension Special*, 176 laps; Jim Hurtubise, Turbidome Life Special, 141 laps; Len Sutton, Bryant Heating & Cooling Special*, 140 laps; Bill Cheesbourg, Arizona Apache Airlines Special, 131 laps; Don Gurney, Lotus-Ford*, 110 laps; Troy Ruttman, Dayton Steel Wheel Special, 99 laps; Bob Veith, MG-Liquid Suspension Special*, 88 laps; Jack Bradshaw, John Zink-Trichel Trackburner*, 77 laps; Jim McElreath, Studebaker STP Special#, 77 laps; Bob Mathouser, Dayton Dive Brake Special, 77 laps; Parnelli Jones, Agajanian Bowes Seal Fast Special, 55 laps; Jim Clark, Lotus-Ford*, 47 laps; Bobby Marshman, Pure Oil Firebird Special*, 39 laps; Eddie Johnson, Mickey Thompson Sears Allstate Special*, 6 laps; Johnny Rutherford, Bardahl Special, 2 laps; Chuck Stevenson, Dirt Rite Cola Leader Card Roadster, 2 laps; Dave MacDonald, Mickey Thompson Sears Allstate Special*, 1 lap; Eddie Sachs, American Red Ball Special*, 1 lap; Ronnie Duman, Clean Wear Service Company Special, 1 lap; Bobby Unser, Studebaker STP Special#, 1 lap; Norm Hull, Burd Special, 1 lap.

*—rear engine #—supercharged

Our new General Electric 500XL cooks just as fast as it looks. In fact, there's hardly another range in its class that can beat it. Inside or outside. Which is why our GE dealers decided to give it their highest accolade. By placing a removable racing stripe on its front.

Fast looks and fast cooking, however, aren't all this range has going for it. It also cleans fast. Automatically. With our unique P-7 self-cleaning oven. Over one million GE P-7 self-cleaning oven-ranges have already been sold.

And it's no mystery why. P-7, unlike some other self-cleaning ovens, never needs to be cleaned by hand. Everything is cleaned electrically; oven walls, shelves, floor, inner door, even the reflector pans from the surface units.

A few last things about our 500XL speed demon you should know about. Like the custom black and chrome instrument panel. That has a vinyl woodgrain light shield. (It protects your eyes from glare when the panel's illuminated.)

Drive over to your General Electric range dealer. And ask him to show you our 500XL. In avocado, harvest, coppertone or white.

One more thing. This is a limited edition. So wheel one out soon.

We build everything as if we had to use it ourselves.

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0 TO 350 IN 250 SECONDS.

GE SERVICE
Seldom needed, always nearby.

TIMES AND AVERAGES

STATISTICS OF THE 1965 500-MILE RACE

Honorary Referee—Raymond C. Firestone Starter—Pat Vidan Pace Car—Plymouth Sports Fury

Non-Stock Supercharged Engines 170.856 Cubic Inches (2,900 cc.) Piston Displacement or Less; Non-Stock Non-Supercharged Engines 256.284 Cubic Inches (4,200 cc.) or Less; Diesel Engines 335.61 Cubic Inches (5,500 cc.) or Less; Turbine Motors, no size limitation. (No weight limits.)

Car No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
82	Jim Clark, Lotus powered by Ford	Lotus	8	3.760	2.870	255.118‡	3:19:09.34	150.686
98	Parnelli Jones, Aggasiani's Ford Special	Special	8	3.760	2.870	255.118‡	3:21:04.32	149.780
54	Joe Leonard, Sheraton-Thompson Special	Special	8	3.760	2.870	255.118‡	3:21:10.79	149.121
53	Al Miller, Jerry Alderman Ford Lotus	Lotus	8	3.760	2.870	255.118‡	3:24:35.89	146.394
96	Gordon Johncock, Weinberger Home Special	Special	4	4.295	4.375	253.546	3:24:53.67	146.417
88	Mickey Rupp, G. C. Murphy Stores Special	Special	8	4.310	4.375	254.102‡	Out	197 laps
83	Bobby Johns, Lotus powered by Ford	Lotus	8	3.760	2.870	255.118‡	Flagged	197 laps
4	Don Branson, Wynn's Special	Special	8	3.760	2.870	255.118‡	Flagged	196 laps
45	Al Unser, Sheraton-Thompson Special	Special	8	3.760	2.870	255.118‡	Flagged	195 laps
12	Eddie Johnson, Chapman Special	Special	8	4.300	4.375	253.777	Flagged	193 laps

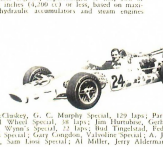
Also started–Lloyd Ruby, Golden T Special, 184 laps‡; Jim Sutton, Bryant Heating & Cooling Special, 177 laps‡; Bobby Grim, Raying Associates Special, 175 laps‡; Wally Dallenbach, Lotus, 168 laps‡; Bud Tingelstad, American Red Ball Special, 113 laps; Billy Foster, Jim Robbins-Agajanian, MG Leopard Suspension Special, 117 laps‡; A. J. Foyt, Jr., Sheraton-Thompson Special, 99 laps**‡**; Jim McElreath, Zink-Dischell Track Roadster, Offenhauser Special, 82 laps‡; Johnny Knepper, Konstant Hot Special, 80 laps; Bobby Unser, STP Gasoline Treatment Special, 69 laps**‡**; Jim McElreath, John Zink Special, 66 laps‡; Bud Tingelstad, Federal Engineering Special, 62 laps‡; Dick Rathmann, H Bookbinding Special, 62 laps‡; Masten Gregory, George Bryant & Son Special, 59 laps‡; Bob Veith, MG Leopard Suspension Special, 58 laps‡; Chuck Hulse, Wynn's Mobilgas Special, 58 laps; Dan Gurney, Yamaha Special, 47 laps‡; Jerry Grant, Bardahl MG Special, 30 laps‡; Chuck Rodee, Wynn's Mobilgas Special, 28 laps‡; Joe Leonard, All American Racers Special, 27 laps‡; Roger McCluskey, All American Racers Special, 16 laps‡; Johnny Rutherford, Racing Associates Special, 13 laps‡; Bill Cheesbourg, STP Special, 11 laps‡; Jim Hurtubise, STP-Tombstone Life Special, 1 lap‡.

‡—rear engine s—supercharged *—four wheel drive

STATISTICS OF THE 1966 500-MILE RACE

Honorary Referee—Raymond C. Firestone Starter—Pat Vidan Pace Car—Mercury Comet Cyclone GT

Supercharged four-cycle overhead camshaft engines, 170.856 cubic inches (2,800 cc.) or less; non-supercharged four-cycle overhead camshaft engines, 256.284 cubic inches (4,200 cc.) or less; American stock production block design, single non-overhead camshaft, removable head, supercharged engines, 305.4 cubic inches (4,355 cc.) or less; American stock production block design, single non-overhead camshaft, removable head, non-supercharged engines, 366.1 cubic inches (5,995 cc.) or less; two-cycle engines, supercharged or not, 170.856 cubic inches (2,800 cc.) or less; diesel engines, supercharged or not, two or more rotors, 183.4 cubic inches (3,005 cc.) or less; diesel engines, non-supercharged, 256.284 cubic inches (4,200 cc.) or less, based on maximum volume none simultaneous of one working chamber; energy or fuel cells, hydraulic accumulators and steam engines complying with current USAC specifications for such type propulsion.



Car No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
24	Graham Hill, American Red Ball Special	Special	8	3.760	2.872	255.1	3:27:52.55	144.317
19	Jimmy Clark, STP Gas Treatment Special	Special	8	3.760	2.872	255.1	3:28:45.69	143.841
5	Jimmy McElreath, Zink-Dischell Slick Trackburner	Special	8	3.760	2.872	255.1	3:29:42.42	143.341
37	Gordon Johncock, Weinberger Homes Special	Special	8	3.760	2.872	255.1	3:29:46.03	143.309
94	Mel Kenyon, Gerhardt Only	Special	4	4.7812‡	4.375	253.9	Flagged	198 laps
11	Jackie Stewart, Bowes Seal Fast Special	Special	8	3.760	2.872	255.1	Out	196 laps
34	Eddie Johnson, Valvoline Special II	Special	4	4.7812‡	4.375	253.9	Out	174 laps
31	Bobby Unser, Vita Fresh Orange Special	Special	4	4.175	4.375	239.1	Flagged	171 laps
6	Joe Leonard, Yamaha Special	Special	8	3.760	2.872	255.1	Flagged	169 laps
99	Jim Hurtubise, Bardahl-Sheraton Homes Special	Special	8	3.760	2.870	255.1	Flagged	167 laps

Also started–Lloyd Ruby, Bardahl Eagle, 165 laps; Al Unser, STP Oil Treatment Special, 161 laps; Roger McCluskey, G. C. Murphy Special, 129 laps; Parnelli Jones, Aggasiani's Red 98 Special, 127 laps‡; Rodger Ward, Jim Hunter Racing & Cooling Special, 74 laps‡; Joe Leonard, Sheraton Steel Wheel Special, 58 laps; Jim Hurtubise, Gerhardt Only, 29 laps‡; Mario Andretti, Dean Van Lines Special, 27 laps‡; George Snider, Sheraton-Thompson Special, 27 laps; Chuck Hulse, Wynn's Special, 24 laps; Bud Tingelstad, Federal Engineering Special, 16 laps‡; Johnny Boyd, Predator Special, 5 laps; Don Branson, Leader Card Special, 4 laps; Jim Robbins Special; Gary Congdon, Valvoline Special; A. J. Foyt, Jr., Sheraton-Thompson Special; Dan Gurney, All American Racers Eagle; Cale Yarborough, Jim Robbins Special; Arnie Knepper, Sam Lossi Special; Al Miller, Jerry Alderman Ford Lotus; Bobby Grim, Raying Associates Special; Larry Dickson, Michner Petroleum Special; Bonnie Daman, Harrison Special.

‡—supercharged †—turbocharged

STATISTICS OF THE 1967 500-MILE RACE

Honorary Referee—Raymond C. Firestone Starter—Pat Vidan Pace Car—Chevrolet Camaro

Supercharged four-cycle overhead camshaft engines, 170.856 cubic inches (2,800 cc.) or less; non-supercharged four-cycle overhead camshaft engines, 256.284 cubic inches (4,200 cc.) or less; American stock production block design, single non-overhead camshaft, removable head, supercharged engines, 305.4 cubic inches (4,355 cc.) or less; American stock production block design, single non-overhead camshaft, removable head, non-supercharged engines, 366.1 cubic inches (5,995 cc.) or less; two-cycle engines, supercharged or not, 170.856 cubic inches (2,800 cc.) or less; diesel engines, supercharged, two or four cycle, 204.4 cubic inches (3,345 cc.) or less; diesel engines, non-supercharged, two or four cycle, 256.284 cubic inches (4,200 cc.) or less; gas turbine engines incorporating axial flow design compressors, total inlet annulus area of 23 square inches or less, measured at the entrance to the first moving stage of the compressor section; gas turbine engines incorporating centrifugal flow compressors, total area of 28.3 square inches or less; rotating combustion engines, not supercharged, 256.284 cubic inches (4,200 cc.) or less, based on maximum volume minus minimum volume of one working chamber; energy or fuel cells, hydraulic accumulators and steam engines complying with USAC specifications for such type propulsion.

Car No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
A. J. Foyt, Jr., Sheraton-Thompson Special	Special	8	3.760	2.872	255.1	3:18:24.22	151.207
Al Unser, Retzloff Chemical Special	Special	8	3.760	2.872	255.1	Flagged	198 laps
Joe Leonard, Sheraton-Thompson Special	Special	8	3.760	2.872	255.1	Flagged	197 laps
Dean Hulme, City of Daytona Special	Special	8	3.760	2.872	255.1	Flagged	196 laps
Jim McElreath, John Zink Trackburner	Special	8	3.760	2.872	255.1	Flagged	196 laps
Parnelli Jones, STP Oil Treatment Special	Special	8	3.760	2.872	255.1	Out	195 laps
Chuck Hulse, Hopkins Special	Special	8	3.760	2.872	255.1	Out	193 laps
Art Pollard, Thermo King Auto Air Cooled, Spl.	Special	4	4.175	4.375	168.4	Flagged	193 laps
Bobby Unser, Eagle	Special	8	3.760	2.872	255.1	Flagged	193 laps
Carl Williams, Granco Special	Special	8	3.760	2.872	255.1	Flagged	190 laps

Also started–Bob Veith, Thermo King Auto Air Conditioner Special, 189 laps**‡**; Gordon Johncock, Gilmore Broadcasting Special, 188 laps; Bobby Grim, Raying Associates Special, 177 laps**‡**; Bud Tingelstad, Federal Engineering Special, 162 laps; Larry Dickson, Vita Fresh Orange Special, 160 laps; Mel Kenyon, Thermo King Auto Air Conditioner Special, 157 laps**‡**; Gary Congdon, Bryant Heating & Cooling Special, 154 laps; Jackie Stewart, Bowes Seal Fast Special, 104 laps; Roger McCluskey, G. C. Murphy Special, 103 laps; Jerry Grant, All American Racers Eagle, 102 laps; Dan Gurney, Wagner Lockheed Brake Fluid Eagle, 101 laps; Mario Andretti, Dean Van Lines Special, 98 laps; Lloyd Ruby, Bardahl Special, 97 laps; Johnny Rutherford, Weinberger Homes Special, 89 laps; George Snider, Wagner Lockheed Brake Fluid Special, 78 laps**‡**; Jochen Rindt, Repco Brabham, 75 laps**‡**; Wally Dallenbach, Valvoline Special, 75 laps**‡**; Mario Andretti, Dean Van Lines Special, 58 laps; Jim Clark, STP Oil Treatment Special, 25 laps; Lloyd Ruby, Red Ball Special, 3 laps*.

‡—supercharged †—turbocharged h—turbine powered *—front wheel drive

STATISTICS OF THE 1968 500-MILE RACE

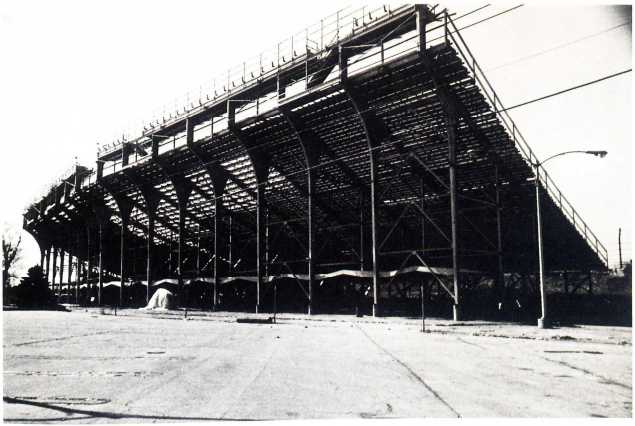
Honorary Referee—Raymond C. Firestone Starter—Pat Vidan Pace Car—Ford Torino

Supercharged four-cycle overhead camshaft engines, 170.856 cubic inches (2,800 cc.) or less; non-supercharged four-cycle overhead camshaft engines, 256.284 cubic inches (4,200 cc.) or less; American stock production block design, single non-overhead camshaft, removable head, supercharged engines, 305.4 cubic inches (5,355 cc.) or less; American stock production block design, single non-overhead camshaft, removable head, non-supercharged engines, 366.1 cubic inches (5,995 cc.) or less; two-cycle engines, other than diesel engines, supercharged or not, 170.856 cubic inches (2,800 cc.) or less; diesel engines, supercharged, two or four cycle, 204.4 cubic inches (3,345 cc.) or less; diesel engines, nonsupercharged, two or four cycle, 256.284 cubic inches (4,200 cc.) or less; gas turbine engines, total inlet annulus area of 11.999 square inches or less, measured at the entrance to the first moving stage of the compressor section; rotating combustion engines, not supercharged, 256.284 cubic inches (4,200 cc.) or less, based on maximum volume none simultaneous volume of one working chamber.

Car No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
3	Bobby Unser, Robust Special	Special	4	4.175	3.125	168.4	3:16:13.76	152.882
28	Dan Gurney, Olsonite Eagle	Special	8	4.067	3.000	311	3:17:07.37	151.187
15	Mel Kenyon, City of Arkansas Indiana	Special	4	4.175	3.125	168.4	3:21:02.45	149.271
16	Dean Hulme, Olsonite Eagle	Special	8	3.760	2.872	255.1	3:21:17.93	149.146
25	Lloyd Ruby, Gene White Company	Special	4	4.175	3.125	168.4	3:21:38.83	148.329
59	Bobby Unser, Clayton Brook Special	Special	4	4.175	3.125	168.4	3:21:53.89	148.214
90	Bill Vukovich, Wagner Lockheed Brake Fluid Spl.	Special	4	4.175	3.125	168.4	3:22:00.12	147.928
40	Mike Mosley, Zerex Special	Special	8	3.760	2.872	255.1	3:21:10.84	146.786
94	Sam Sessions, Valvoline Special	Special	4	4.175	3.125	168.4	3:21:47.34	146.440
9	Bobby Unser, Gene White Company	Special	4	4.175	3.125	168.4	Out	136.586

Also started–Bob Veith, Thermo King Auto Air Conditioner Special, 196 laps‡‡; Joe Leonard, STP Oil Treatment Special, 193 laps‡‡; Art Pollard, STP Oil Treatment Special, 188 laps‡‡; Jim McElreath, Gerer Special, 176 laps; Carl Williams, Sheraton-Thompson Special, 165 laps; Bud Tingelstad, Federal Engineering Special, 148 laps‡‡; Wally Dallenbach, Valvoline Special, 146 laps‡‡; Larry Dickson, Vita Fresh Orange Special, 139 laps‡‡; Gordon Johncock, Weinberger Homes Special, 97 laps‡‡; Jim Hurtubise, Repco-Fram Lay Special, 9 laps; George Snider, Vel's Parnelli Jones Special, 9 laps; Jochen Rindt, Repco Brabham, 9 laps; Mario Andretti, Overseas National Airways Special, 2 laps‡‡.

‡—supercharged (h)—turbine powered (d)—four wheel drive



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TIMES AND AVERAGES

STATISTICS OF THE 1969 500-MILE RACE

Honorary Referee—Raymond C. Firestone Starter—Pat Vidan Pace Car—Chevrolet Camaro

Supercharged four-cycle overhead camshaft engines, 161.703 cubic inches (2,650cc) ; non-supercharged four-cycle overhead camshaft engines, 256.284 cubic inches (4,200cc) ; American stock production block design, single non-overhead camshaft, removable head, supercharged engines, 201.4 cubic inches (3,353cc) ; American stock production block design, single non-overhead camshaft, removable head, non-supercharged engines, 320.135 cubic inches (5,250cc) ; Special rocker arm, single non-overhead camshaft, removable head, non-supercharged engines, 305.1 cubic inches (5,000cc) ; two-cycle engines, other than diesel engines, supercharged or not, 176.86 cubic inches (2,900cc) ; diesel engines, supercharged, two or four cycle, 702.4 cubic inches (2,335cc) ; diesel engines, non-supercharged, two or four cycle, 305.1 cubic inches (5,000cc) ; gas turbine engines, total inlet annular area of 11,209 square inches measured at the entrance to the first moving stage of the compressor section ; rotating combustion engines, not supercharged, 256.284 cubic inches (4,200cc) or less, based on maximum volume minus minimum volume of one working chamber.

Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	3	Mario Andretti, STP Oil Treatment Special		8	3.650	1.902	159i	3:11:14.71	155.467
2	14	Bobby Unser, Dayton Eagle		8	3.650	1.902	159i	3:13:39.74	154.357
3	1	Bobby Grim, Granatelli Lotus		4	4.010	3.125	316td	3:14:41.45	154.009
4	9	Mel Kenyon, Rodon Group 7 Transport Special		4	4.000	3.125	159i	3:17:08.52	152.177
5	92	Peter Revson, Repco Brabham		9	3.055	3.000	274.3	Flagged	197 laps
6	44	Joe Leonard, City of Daytona Beach Special		8	3.650	1.902	159i	Flagged	193 laps
7	66	Mark Donohue, Sunoco Penske Special		4	4.000	3.125	159td	Flagged	190 laps
8	6	A. J. Foyt, Sheraton-Thompson Special		8	3.650	1.902	159i	Flagged	181 laps
9	21	Larry Dickson, Bryant Heating and Cooling Spl.		8	3.650	1.902	159i	Flagged	180 laps
10	59	Bobby Johns, Wagner Lockheed Brake Fluid Spl.		4	4.000	3.125	159i	Flagged	171 laps

Also started—Jim Malloy, Jim Robbins Company Special, 165 laps (a) ; Sammy Sessions, Valvoline Motor Oil Special, 163 laps (a) ; Mike Mosley, Zerol-Lubaid Special, 162 laps (a) ; Roger McCluskey, G. C. Murphy Special, 157 laps (a) ; Bud Tingelstad, Vel's Parnelli Jones Ford Special, 155 laps (ud) ; George Snider, Sheraton-Thompson Special, 152 laps (a) ; Sonny Ayes, Kuzma Grain Transport Special, 146 laps (a) ; Denis Hulme, Olsonite Eagle, 145 laps (a) ; Gordon Johncock, Gilmore Broadcasting Special, 137 laps (a) ; Lloyd Ruby, Wynn's Spitfire, 105 laps (a) ; Wally Dallenbach, Sprite Special, 82 laps (a) ; Arnie Knepper, M.V.S. Special, 82 laps (a) ; Lee Roy Yarbrough, Jim Robbins Company Special, 63 laps (a) ; Jack Brabham, Repco Brabham, 58 laps ; Carl Williams, STP Gasoline Treatment Special, 50 laps (a) ; Gary Bettenhausen, Thermo King Auto Air Conditioner Special, 35 laps (a) ; George Follmer, Retzlaff Special, 26 laps (a) ; Art Pollard, Art Pollard Car Wash Systems Special, 18 laps (a) ; Johnny Rutherford, Patrick Petroleum Eagle, 14 laps (a) ; Bunnie Buckman, Weinberger Homes Special, 10 laps ; Art Pollard, STP Oil Treatment Special, 9 laps (ud) ; Bill Vukovich, Warner Lockheed Brake Fluid Special, 1 lap (a) ; Bruce Walkup, Thermo King Auto Air Conditioner Special, 9 laps (a).

a—Turbo Charged d—Four Wheel Drive

STATISTICS OF THE 1970 500-MILE RACE

Honorary Referee—Raymond C. Firestone Starter—Pat Vidan Pace Car—Oldsmobile 4-4-2

Supercharged four-cycle overhead camshaft engines, 161.703 cubic inches (2,650cc) ; non-supercharged four-cycle overhead camshaft engines, 256.284 cubic inches (4,200cc) ; American stock production block design, single non-overhead camshaft, removable head, supercharged engines, 201.4 cubic inches (3,353cc) ; American stock production block design, single non-overhead camshaft, removable head, non-supercharged engines, 320.135 cubic inches (5,250cc) ; Special rocker arm single non-overhead camshaft, removable head, non-supercharged engines, 305.1 cubic inches (5,000cc) ; two-cycle engines, other than diesel engines, supercharged or not, 176.86 cubic inches (2,900cc) ; diesel engines, supercharged, two or four cycle, 702.4 cubic inches (2,335cc) ; diesel engines, non-supercharged, two or four cycle, 305.1 cubic inches (5,000cc) ; gas turbine engines, total inlet annular area of 11,209 square inches measured at the entrance to the first moving stage of the compressor section ; rotating combustion engines, not supercharged, 256.284 cubic inches (4,200cc) or less, based on maximum volume minus minimum volume of one working chamber.

Car Pos.	No.	Driver	Car	Cyl.	Bore	Stroke	Piston Displ.	Time	M.P.H.
1	3	Al Unser, Johnny Lightning 500 Special		8	3.650	1.902	159	3:02:37.04	155.749
2	66	Mark Donohue, Sunoco Special		8	3.650	1.902	159	3:13:09.23	155.337
3	48	Dan Gurney, Olsonite Eagle		4	4.000	3.125	159	3:15:49.25	153.201
4	93	Donnie Allison, Gerst Pool Special		8	3.650	1.902	159	3:16:21.86	152.777
5	14	Jim McElreath, Gerst Pool Special		8	3.650	1.902	159	3:16:37.95	152.568
6	6	Mario Andretti, STP Oil Treatment Special		8	3.650	1.902	159	Flagged	199 laps
7	98	Peter Revson, McLaren Ford Special		4	4.000	3.125	159	Flagged	198 laps
8	16	Rick Mears, The Tony Express		4	4.000	3.125	159	Flagged	197 laps
9	73	Carl Williams, McLaren		4	4.000	3.125	159	Flagged	197 laps
10	7	A. J. Foyt, Jr., Sheraton-Thompson Special		8	3.650	1.902	159	Out	195 laps

Also started—Bobby Unser, Wagner Lockheed Brake Fluid Special, 192 laps ; Sammy Sessions, Jim Robbins Co. Special, 190 laps ; Jack Brabham, Gilmore Broadcasting Brabham, 175 laps ; Dick Simon, Bryant Heating and Cooling Special, 168 laps ; Bunnie Buckman, M.V.S. Special, 167 laps ; Mel Kenyon-Roger McCluskey, Sprite Special, 166 laps ; Wally Dallenbach, Sprite Special, 143 laps ; Johnny Rutherford, Patrick Petroleum Special, 133 laps ; Lee Roy Yarbrough, Jim Robbins Company Special, 107 laps ; George Snider, Sheraton-Thompson Special, 105 laps ; Mike Mosley, G. C. Murphy Special, 95 laps ; Peter Revson, McLaren, 87 laps ; Billy Vukovich, Sugaripe Prune Special, 78 laps ; Joe Leonard, Johnny Lightning 500 Special, 73 laps ; Roger McCluskey, Quickrick Special, 67 laps ; Gary Bettenhausen, Thermo King Auto Air Conditioner Special, 51 laps ; Lloyd Ruby, Daniels Cablevision Special, 34 laps ; Gordon Johncock, Gilmore Broadcasting Special, 31 laps ; Bruce Walkup, Wynn's Kwik-Kool Special, 14 laps ; Art Pollard, Art Pollard Car Wash Systems Special, 28 laps ; George Follmer, STP Oil Treatment Special, 18 laps ; Greg Weld, Art Pollard Car Wash Systems Special, 12 laps ; Jim Malloy, Stearns Manufacturing Trans-Tread Special, 9 laps.

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E. Andrew Steffan
John D. Weissert

★

EVEN BY building our own staff from 100 year-round employees to approximately 6,500 on race day, we would still find it impossible to stage the "500" without the loyal support of hundreds of businessmen of the city, the state and the nation. Actuated as they are by the love of motor racing, by civic pride and interest in the development of the motor car and other forms of transportation which use the internal combustion engine—thousands of able men from all walks of life give of their time and money to make Indianapolis the home of the world's greatest sports event.

One of the most important factors in the success of the "500" has been the work of the Citizens' Committee of the Indianapolis Chamber of Commerce. This group inaugurated the traditional Lap Prize Fund in 1920 and has been responsible for $1,003,610 in special incentive awards since that date, including $40,000 this year. Of this amount for the 1971 event, $30,000 will be used to reward the race leader at the rate of $150 per lap. The other $10,000 will be distributed equally among those drivers in the starting lineup who participate in the annual "500" Festival Parade as honorary parade marshals.

So, to all of you, members of the Citizens' Committee and donors from everywhere, please accept from the Indianapolis Speedway Management, drivers and race car owners, our warmest thanks. Please consider this open letter as a hearty hand-shake from a truly grateful Hoosier.

Tony Hulman

President,

INDIANAPOLIS
MOTOR SPEEDWAY CORPORATION

Old Crow begins with men who love to work with their hands.

Some of Old Crow's men have been making whiskey so long they can almost find a flaw with their eyes shut. Eyes open, and hydrometer in hand, Ralph Wise analyzes each batch of our country Bourbon, making sure it tastes as good as it can be made.

Back in 1835, Dr. James Crow discovered that scientific controls could produce a Bourbon which tasted good bottle after bottle. Later, he handmade the first sour mash Bourbon. We still use our hands in making Old Crow.

"I get peace of mind working with my hands," says Wise, "and some pretty nice furniture, too."

Ralph Wise calls on the same craftsmanship making our Bourbon as he does refinishing this antique table. For a set of refinishing plans, write: Old Crow, Box 782, Frankfort, Ky. 40601.

Soften table's old finish with remover. Scrape. Use toothbrush to get at crevices.

Wipe wood with fine steel wool soaked in paint remover to avoid scratching. Sand.

Stain. The trick is to follow the grain, use long strokes, work fast.

Old Crow

Made by good Kentucky hands

KENTUCKY STRAIGHT BOURBON WHISKEY. 86 PROOF. DISTILLED AND BOTTLED AT THE FAMOUS OLD CROW DISTILLERY CO., FRANKFORT, KY.

Speedway Golf Facilities Excellent

As the result of improvements completed in 1965, the Indianapolis Motor Speedway's golf facilities now rank among the best provided by any public fee course in the United States.

An 18-hole test of championship calibre with watered fairways is located immediately outside the famous race track's long backstretch; and there's a well-trapped nine-hole course inside the rectangular racing strip. The handsome clubhouse includes a well-stocked pro shop, locker rooms for men and women, dining facilities and a special golfers' lounge.

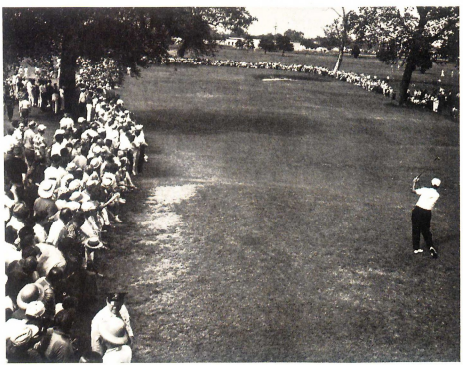
The original course, constructed in 1929, consisted of nine holes inside the track and nine outside. Many of the nation's outstanding club-wielders played exhibition matches on it during the first 30 years of its existence; and, beginning in 1960, it was the scene of the first five annual "500" Festival open invitational tournaments for the nation's top-ranked touring professionals.

Doug Ford of Crystal River, Fla., won the inaugural event and retained his crown a year later by out-shooting Arnold Palmer in an extra-hole contest. Billy Casper of Apple Valley, Cal., set a 72-hole course record with a par-shattering total of 264 to win in 1962; and his performance was followed with victories by Dow Finsterwald and South Africa's Gary Player during the next two years.

Immediately after the 1964 tourney, Speedway President Tony Hulman authorized extensive changes which called for the construction of nine new holes and the relocation of several existing tees and greens to form a longer and more challenging 18-hole championship test outside the race track. The task required almost two years, with all play during that period limited to the "inside nine," which was left unchanged.

While construction work was in progress, the 1965 Festival championship was held at Greentree Country Club with Bruce Crampton's 279 good for first place.

When the pros returned to the Speedway in 1966, Casper's winning total of 69-70-68-70—277 was 13 strokes higher than his 1962 score on the old course. Frank Beard of Louisville emerged victorious the following year with a count of 279 and Casper's 280 in 1968 was good for the top prize of $20,000 and his third Festival crown over a stretch of only nine years.



More than 15,000 spectators line the fairways and crowd around the greens to watch outstanding professional linksmen in tournament play on the Speedway course.

The annual Festival tournament then was discontinued when the touring pros were unable to offer the local committee suitable dates. But the improved course continues to get a heavy play from golfers who enjoy matching their skill against a really challenging layout.

Members of the racing fraternity use the course regularly during the summer —particularly in the month of May— and it also is the scene of many club and convention tournaments under the direction of Mike Sullivan. He's serving his 18th season as club pro.

Scorecard information, showing par and distance for each of the 18 championship holes and the "infield nine," is shown elsewhere on this page. The greens fees for the championship course are $4 for week days and $5 for week-ends and holidays. For the "inside nine," the charges are $2 on week days and $3 on week-ends and holidays.

NEW 18-HOLE TOURNAMENT COURSE OUTSIDE THE RACE TRACK

HOLES	1	2	3	4	5	6	7	8	9	OUT	10	11	12	13	14	15	16	17	18	IN	TOTAL
PAR	4	3	5	3	4	4	5	4	4	36	4	5	4	3	4	4	4	3	5	36	72
YARDS	430	193	589	220	425	440	503	370	404	3,574	444	557	368	174	436	470	397	204	555	3,605	7,179

SEPARATE INFIELD NINE

The world's only golf course located inside a championship race course

HOLES	1	2	3	4	5	6	7	8	9	TOTAL
PAR	4	3	5	4	4	3	4	5	4	36
YARDS	421	177	556	430	411	230	363	574	324	3,486

You Never Outgrow

Your Need for

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Drink at Least

Three Glasses

a Day Every Day

Facts And Figures

BY BOB LAYCOCK
Speedway Historian

By earning the pole position and leading the field for 190 of the 200 laps on his way to an impressive victory last year, Al Unser dominated the "500" to a greater extent than all other Indianapolis winners except Billy Arnold in 1930 and Bill Vukovich in 1953. They, too, scored their triumphs from the No. 1 starting spot with Arnold leading for 198 laps and Vukovich for 195.

Jimmy Clark, who led the field for 190 laps and won in 1965, had been out-qualified that year by A. J. Foyt, Jr.; and Ralph DePalma, second to Arnold in the number of leading laps for a single race with a total of 196 in 1912, was unable to finish on that occasion because of mechanical trouble.

Unser now holds 17th position on the All Time Lap Leaders list and is second to Foyt among the active drivers. If Al were to duplicate last year's total, he would move around Foyt into 6th place on the All Time list. A. J. led for two laps in 1970 to increase his total to 324 and, with a real good year, could move into second place. Only DePalma's leading total of 613 laps is out of reach this year. Lloyd Ruby moved from 25th starting position to lead the 50th and 51st laps of the 1970 race and is the only driver who has led all of the last three Indianapolis 500's.

Unser's $28,500 in lap prize earnings last year, added to the $200 he won in 1967, when $50 was awarded to the second place car on each lap, has moved him into 8th place in this classification. Foyt is nearing his third place total to $54,450 and if he were to lead for as many as 138 laps this year could take over the top spot from Parnelli Jones.

Foyt increased his competitive Speedway mileage to 4,760 miles and is tied with Tony Bettenhausen for tenth in that department. He could move into sixth if he were to go the distance this year, but he is at least three races away from taking over the lead in this category. He now appears in four of the five listed classifications and joins Wilbur Shaw, Jim Rathmann and Rodger Ward as the only drivers to accomplish this. A. J. has driven in the last 13 Indianapolis 500's and the only driver close to him is Lloyd Ruby, who has participated in the last 11.

Foyt's tenth place finish in 1970 increased his 500 Point Total from 4,100 to 4,250, but didn't improve his seventh position in the standings. A tenth place finish this year would move him around Jim Rathmann, and a win would put him in front of Rodger Ward, but he could win the next two races and still be behind Wilbur Shaw who leads with 6,370 points.

Al Unser became the eighth driver to start on the pole and go on to win the race. The other seven were Jimmy Murphy in 1922, Tommy Milton in 1923, Billy Arnold in 1930, Floyd Roberts in 1938, Bill Vukovich in 1953, Pat Flaherty in 1956 and Parnelli Jones in 1963.

Now for a bit of potpourri. The average qualification speed of the 1970 starting field was 167.139. This compares with 166.295 in 1969 and is the eleventh year in a row that the speed has increased over the previous year. The average speed of the entire field last year during the race was 148.707 and is a new record. The old record was 148.274 in 1968.

The battle for the pole was the tightest in Speedway history. Al Unser beat Johnny Rutherford by .01 of a second in time and .008 miles per hour in speed. At 170.2 miles per hour they were travelling 246.2 feet per second. This means that Al beat Johnny to the finish line by a scant 2.462 feet. The closest previous difference was .08 of a second and it happened three times. Dick Rathmann beat Ed Elisian by that margin in 1958, as did Pat Flaherty over Johnny Thomson in 1956 and Duke Nalon over Johnnie Parsons in 1949.

The front row was also the most evenly matched in Speedway history. Foyt was only .27 of a second slower than Unser. The next most evenly front row was in 1958 when Rathmann was only .78 of a second quicker than Jimmy Reece. Incidentally, Foyt is the only driver to have qualified for two Indianapolis 500's at a speed better than 170 miles per hour.

The entire 1970 starting lineup was the fourth most evenly matched in four lap qualifying history. Al Unser was only 6.20 seconds faster than slow qualifier Sammy Sessions. The difference in speed was only 4.848 miles per hour. Closer fields were in 1963 (5.35 seconds), 1961 (5.85 seconds) and 1953 (6.02 seconds). Arnie Knepper became the fastest qualifier to ever miss the race, when his speed of 165.320 was .054 mile per hour and .08 of a second too slow.

Al beat runner-up Mark Donohue to the checkered flag by 32.19 seconds. This was the closest margin of victory since 1962, when Rodger Ward beat Len Sutton by 11.52 seconds. The closest finish of all was in 1937 when Wilbur Shaw beat Ralph Hepburn by 2.16 seconds.

Unser was well on his way to shattering all existing records for 500 miles at the Speedway when he was forced to slow his pace because of the multiple car wreck in the #3 (N.E.) turn. At 170 laps he had been racing for 2:38:17.28 and averaging 161.099 miles per hour. This compares with Mario Andretti's record of 2:42:22.08 and 157.651 miles per hour established in 1969. A little arithmetic shows that Al was over 4 minutes and 4 seconds (well over four laps) ahead of the record at the 170 lap mark before reducing speed.

The winning car carried number 2 for the second year in a row. Car number 2 is now tied with number 1 for the most Speedway victories with a total of 6. Numbers 3, 14, and 16 are next in line with 4 wins. Since the point leaders of the previous year are numbered 1 and 2, we must assume that class is certainly an important factor in determining the winner of the Indianapolis 500.

LAP PRIZE LEADERS

1.	Parnelli Jones*	$75,050
2.	Bill Vukovich**	65,250
3.	A. J. Foyt, Jr.***	54,450
4.	Jim Clark*	44,700
5.	Rodger Ward**	39,150
6.	Jimmy Bryan*	32,400
7.	Bill Holland*	30,060
8.	Al Unser*	28,700
9.	Billy Arnold*	28,150
10.	Jim Rathmann*	22,950

LAP LEADERS

1.	Ralph DePalma*	613
2.	Wilbur Shaw***	508
3.	Parnelli Jones*	492
4.	Bill Vukovich**	485
5.	Billy Arnold*	410
6.	Louis Meyer***	332
7.	A. J. Foyt, Jr.***	324
8.	Jim Clark*	298
9.	Bill Holland*	297
10.	Rex Mays	266

MILEAGE LEADERS

1.	Cliff Bergere	6,142.5
2.	Mauri Rose***	6,050
3.	Jim Rathmann*	5,737.5
4.	Wilbur Shaw***	5,292.5
5.	Louis Meyer***	5,312.5
6.	Eddie Johnson	5,215
7.	Rodger Ward**	5,132.5
8.	Ted Horn	4,980
9.	Tony Gulotta	4,835
10.	Tony Bettenhausen	4,760
11.	A. J. Foyt, Jr.***	4,760

"500" POINT LEADERS

1.	Wilbur Shaw***	6,370
2.	Ted Horn	6,000
3.	Louis Meyer***	5,784
4.	Mauri Rose***	5,581
5.	Rodger Ward**	5,150
6.	Jim Rathmann*	4,369.5
7.	A. J. Foyt, Jr.***	4,250
8.	Sam Hanks*	3,470
9.	Tommy Milton**	3,450
10.	Harry Hartz	3,440

NUMBER OF RACES

1.	Cliff Bergere	16
2.	Chet Miller	16
3.	Ralph Hepburn	15
4.	Russ Snowberger	15
5.	Mauri Rose***	15
6.	Paul Russo	15
7.	Rodger Ward**	15
8.	Eddie Johnson	15
9.	Tony Gulotta	14
10.	Wilbur Shaw***	14
11.	George Connor	14
12.	Tony Bettenhausen	14
13.	Jim Rathmann*	14

*Indicates Race Winner

The greatest sports event in the West. The California 500

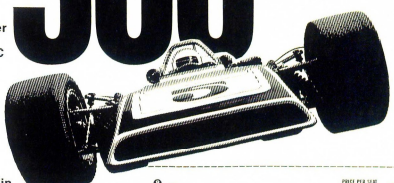
California is car country. Last year the most popular sports event was the inaugural California 500.

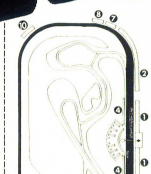
Now that we've got things moving, this year we're moving up. We're bringing back the big boys for another go at The California 500 crown, September 5th. USAC champions Al Unser, Mario Andretti, Bobby Unser. Plus international drivers and even NASCAR stars as they take to the USAC trail.

We're fattening up the take, too. Adding more money to the largest guaranteed purse in racing.

Plan now to take your place in the magnificent Ontario Motor Speedway, next Labor Day weekend, for all the blistering excitement and racing thrills it's possible to log into 500 gruelling miles.

First choice seats are now being offered to USAC members and supporters. For the best seat possible, order right now. The good seat you get is renewable for each succeeding California 500. But hurry. It'll be a sell-out.





SEATING SECTIONS:	PRICE PER SEAT (INCLUDING $2.00 ADMISSION & TAX)	NUMBER OF SEATS
❶ Central concourse (backed seats)		
East of start/finish line	$28.00	
West of start/finish line	28.00	
❷ East concourse	25.00	
❸ West concourse	18.00	
❹ Infield seating	15.00	
❹ Northwest section (backed seats)	18.00	
❺ Northwest section	10.00	
Northwest section	12.00	
❻ East section (backed seats)	15.00	
❼ East section	8.00	
❽ West section	8.00	
❾ Northeast section	8.00	

*Victory Circle Club, for information, call (213) 386-4783.

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1-500

ONTARIO MOTOR SPEEDWAY

Eight Pole Position Winners Victorious

With the exception of the first four Indianapolis 500-mile races—and the 1933 running of the annual event—the No. 1 position in the starting lineup always has gone to the fastest qualifer on the first day of time trials; and eight of the "pole" winners have emerged victorious.

The qualifying distance, unchanged at four laps since 1939, ranged from a single lap to 10 laps during the earlier years. Maximum engine sizes, with the 159-cubic inch turbocharged units now dominating the 1971 entry list, varied from an early high of 600 inches to a low of 91.5 inches during the late 1920s. But qualifying speeds continued to climb steadily except during the eight-year mandatory period of the heavier two-man cars in the 1930s.

Prior to the start of time trials this year, the qualifying record stood at 171.559 miles an hour—more than 82 miles an hour faster than the 98.5 record of Howdy Wilcox in 1915. Automotive engineering progress has been responsible for each new qualifying record and the upward trend is expected to continue with the development of more powerful engines, better tires, improved suspension systems and aerodynamic advancements.

The practice of determing starting positions on the basis of time trials was introduced in 1915 at the request of the drivers. Starting spots for the first two races had been assigned as entries were received, the first entrant getting the No. 1 berth, etc. Then, for two years, the lineup was decided by the luck of the draw, with each driver picking a number out of a hat on the night before the race.

Both plans placed some of the slower cars near the front of the field, creating a hazardous condition for the traditional "flying start," and the time trial system was inaugurated in 1915 as a corrective measure with the distance set at one lap. Car Owner Harry C. Stutz rewarded Wilcox with a $200 diamond stick pin for winning the pole that year and Rene Thomas became the first pole winner to exceed 100 miles per hour when he qualified for the 1919 race at 104.78.

In 1920 the distance was increased to four laps and the engine size was reduced to 183 cubic inches. Ralph DePalma won the pole with a speed of 99.15 and the next year became the first driver to win the pole position twice, when he qualified at 100.75.

Jimmy Murphy qualified for the pole in 1922 at a speed of 100.50 and became the first race winner to start on the pole. This was the last year for the two man cars until 1930.

Despite two more reductions in engine sizes during the 1920s, the qualifying record soared to Leon Duray's 1928 mark of 122.391. With the return to larger engines and two-man cars in 1930, however, it took the racing fraternity several years to break the 130 barrier. Another factor was an increase in the qualifying distance from four laps to 10 in 1933 when—for a single year—the pole position was open to the fastest qualifier on either of the first two time trial days. Jimmy Snyder finally topped 130 miles an hour in 1939, with the qualifying distance cut back to the present four-lap standard.

Rex Mays became the only four-time pole winner in 1948 and Walt Faulkner earned the distinction of being the first rookie driver to win the No. 1 starting berth in 1950 with a record-breaking performance of 134.343.

Jack McGrath was the first pole winner in the 140 bracket in 1954; Parnelli Jones, first above 150 in 1962; A. J. Foyt, first above 160 in 1965; and Joe Leonard first to top 170 in 1968 when he set a qualifying record of 171.559 at the wheel of a turbine-powered car.

The closest battle for pole position honors in Speedway history occured last year when Al Unser nosed out Johnny Rutherford for the No. 1 spot by one 1/100 of a second.

YEAR	POLE POSITION WINNER	SPEED
1911B	Lewis Strang (Case)	No Record
1912B	Gil Anderson (Stutz)	86.13
1913C	Caleb Bragg (Mercer)	87.34
1914C	Jean Chassagne (Sunbeam)	88.31
1915	Howdy Wilcox (Stutz)	98.90
1916	Johnny Aitken (Peugeot)	96.69
1917-18	NO RACES	
1919	Rene Thomas (Ballot)	104.78
1920	Ralph DePalma (Ballot)	99.15
1921	Ralph DePalma (Ballot)	100.75
1922	*Jimmy Murphy (Miller)	100.50
1923	*Tommy Milton (Miller)	108.17
1924	Jimmy Murphy (Miller)	108.037
1925	Leon Duray (Miller)	113.196
1926	Earl Cooper (Miller)	111.735
1927	Frank Lockhart (Miller)	120.100
1928	Leon Duray (Miller)	122.391
1929	Cliff Woodbury (Miller)	120.599
1930	*Billy Arnold (Miller)	113.268
1931	Russ Snowberger (Studebaker)	112.796A
1932	Lou Moore (Miller)	117.363
1933	Bill Cummings (Miller)	118.530
1934	Kelly Petillo (Offy)	119.329
1935	Rex Mays (Offy)	120.736
1936	Rex Mays (Offy)	119.644
1937	Bill Cummings (Offy)	123.343A
1938	*Floyd Roberts (Offy)	125.681A
1939	Jimmy Snyder (Sparks)	130.138
1940	Rex Mays (Sparks)	127.850
1941	Mauri Rose (Maserati)	128.691
1942-45	NO RACES	
1946	Cliff Bergere (Offy)	126.471A
1947	Ted Horn (Maserati)	126.564A
1948	Rex Mays (Maserati)	130.577A
1949	Duke Nalon (Novi)	132.939
1950	Walt Faulkner (Offy)	134.343
1951	Duke Nalon (Novi)	136.498A
1952	Fred Agabashian (Cummins)	138.010A
1953	*Bill Vukovich (Offy)	128.392
1954	Jack McGrath (Offy)	141.033
1955	Jerry Hoyt (Offy)	140.045A
1956	*Pat Flaherty (Offy)	143.596
1957	Pat O'Connor (Offy)	143.948A
1958	Dick Rathmann (Offy)	145.974
1959	Johnny Thomson (Offy)	143.908
1960	Eddie Sachs (Offy)	146.592A
1961	Eddie Sachs (Offy)	147.481
1962	Parnelli Jones (Offy)	150.370
1963	*Parnelli Jones (Offy)	151.153
1964	Jim Clark (Ford)	158.828
1965	A. J. Foyt, Jr. (Ford)	161.233
1966	Mario Andretti (Ford)	165.899
1967	Mario Andretti (Ford)	168.982
1968	Joe Leonard (Turbine)	171.559
1969	A. J. Foyt, Jr. (Ford)	170.568
1970	*Al Unser (Ford)	170.221

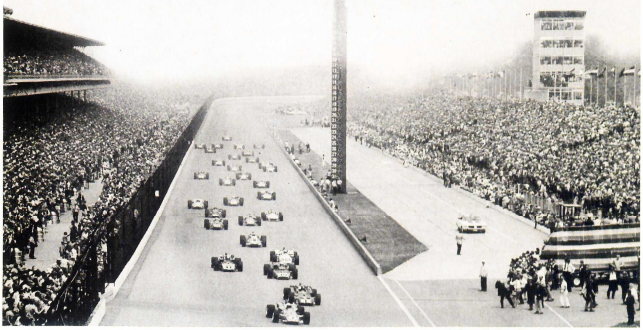
*—Indicates pole position winner also won race.

A—Indicates speed of pole position winner was exceeded by subsequent qualifiers (1931, Billy Arnold, Miller, 116.089; 1937, Jimmy Snyder, Sparks, 125.287; 1938, Ronny Householder, Sparks, 125.769; 1946, Ralph Hepburn, Novi, 133.944; 1947, Bill Holland, Offenhauser, 128.755; 1948, Duke Nalon, Novi, 131.603; 1951, Walt Faulkner, Offenhauser, 136.872; 1952, Chet Miller, Novi, 139.034; 1955, Jack McGrath, Offenhauser, 142.580; 1957 Paul Russo, Novi, 144.817; and 1969, Jim Hurtubise, Offenhauser, 149.056)

B—Indicates pole position assigned to first race entrant.

C—Indicates pole position decided by the luck of the draw.

Here's where HURST-ORY is written.



Indianapolis Motor Speedway, Indianapolis, Indiana.

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lam-Bang Finish Long Overdue

BY JOE DOWDALL
Detroit News Motorsports Writer

lam-bang, photo-finish is long overdue here at ıdianapolis Motor Speedway in the annual Inıtional Sweepstakes Race, which is the world- "500" to auto racing enthusiasts around the

ıost every "Indy" race, of course, has provided excitement in some form. The unexpected fail- the turbine-powered cars late in the 1967 and contests, for example, contributed as much a" as any script writer could possibly imagine. 's been nearly a decade since the huge throngs ctators have been left standing breathlessly at nishes for three years in a row, beginning in as the leaders charged toward the checkered ı the final lap of those speed classics.

under such circumstances that the importance cient pit work, smooth and fast, is magnified to llest extent.

closest finish of the last quarter-century was ded in 1961 when A. J. Foyt scored the first of ree victories here. The brash young Texan was 26 years old at the time when he flashed by Sachs on the 198th lap and went on to win by e 8.2 seconds.

yt won the race in the pits. Sachs won the ın the track. And Rodger Ward lost both" was ay the race was chronicled.

t and Sachs both had the race "won" in the 0 miles. In the end Foyt's Bowes Seal Fast l pit crew was the difference.

h Foyt and Sachs had made their third pit and were in a wheel-to-wheel battle to the line. Or so it seemed.

denly the leading Foyt shocked everyone as he d into the pits unexpectedly on the 184th lap chs shot by him.

e car felt funny. It was too light," Foyt ex- d later. "I knew I didn't have the load of fuel I upposed to have. What had happened was that efueling nozzle had jammed on my third pit nd I didn't get a full load."

was back out of the pits in 17 seconds and the was on. Then just as unexpectedly, Sachs into the pits on the 198th lap, relinquishing ıd to Foyt.

ere was nothing I could do," said the colorful "My right rear tire shredded and I had to in or risk blowing everything."

hs was in the pits for 23 seconds and it cost ıe race. Foyt's four pit stops took 91.7 seconds achs' four trips along pit row cost him 99 sec- A difference of 7.3 seconds and the difference en winning and losing.

ifference of nearly $70,000.

importance of pit work also was evident the year when Ward, Len Sutton and Sachs finwithin 31 seconds.

d and Sutton, both driving Leader Card Spe- received superb service from their pit crew. ' stops were completed in 19, 22 and 19 secrespectively. Sutton made three identical stops of 20 seconds each, matching Ward's total pit time of 60 seconds; but he was content to trail his illustrious team mate across the finish line by a margin of 11 seconds after running in second place most of the way.

Sachs, the principal threat to the Leader Card combination, wasn't so fortunate. His pit stops consumed 28, 27 and 25 seconds—a total of 80 seconds —and the importance of those extra ticks of the watch was demonstrated clearly at the finish as he crossed the line 20 seconds behind Sutton.

Usually it's the crew members who are responsible for costly pit stops of more than ordinary duration. But that isn't always the case. In the exciting 1960 race, when Jim Rathmann nosed out Ward by 12 seconds, Rodger had no one to blame but himself because he had stalled his engine while leaving his pit on one occasion and lost 25 extra seconds getting it restarted.

One of the most memorable of all unfortunate pit stops involved Lloyd Ruby in 1969. Due to lack of proper communication with his crew, he started to pull away before one of his refueling hoses had been disengaged and he damaged his fuel tank to such an extent that he was unable to continue his battle for first place.

This could be the year of another matter-of-seconds pit stop victory and it's a safe bet that Foyt will take extra precautions against another "mix up" such as the incident which knocked him out of contention last year.

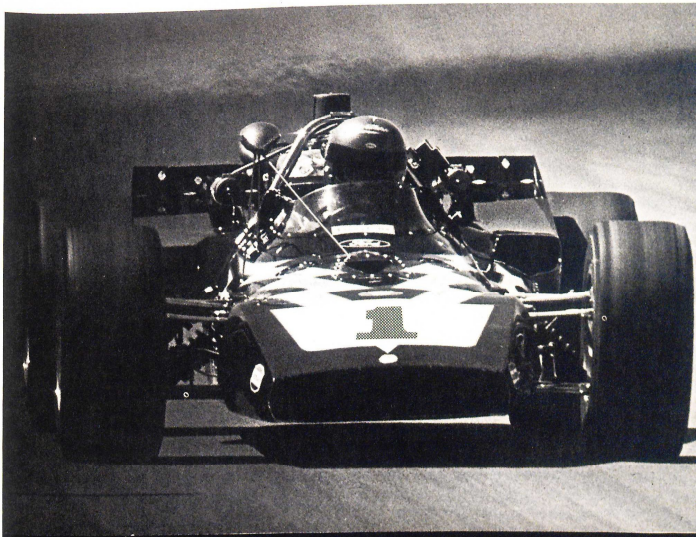
All pits are assigned according to qualifying speed, but the rules provide that any entrant with more than one car in the field can request that adjoining pit spaces be assigned for his team cars by averaging their respective speeds. Foyt preferred that arrangement; but when he attempted to make his second stop of the race on the 101st lap he found his team car driven by Goerge Snider already there.

He had no choice except to circle the track again before refueling; and the time lost in decelerating and then regaining racing speed cost him at least a half-lap. Instead of trailing Al Unser by only 8.5 seconds—in position to apply even greater pressure —Foyt was 37 seconds behind and his transmission finally failed as he attempted to challenge again.

All the cars in this year's race must make three mandatory pit stops; but the stops should be for fuel only as tires have not been a problem in recent years. Al Unser's three pit stops varied from 20 to 26 seconds last year as he raced to victory in the richest race in history.

All the crews must use the same refueling system this year. Each crew must refuel a car with a flush-type aircraft re-fueling cap from a gravity-fed 250 gallon tank. A new rule prohibits the use of dry ice, blankets or any other devices to speedup the refueling procedure.

So it will be crew against crew in the pits as well as driver against driver on both sides of the pit wall in this 55th running of the International Sweepstakes Race.



AL UNSER WINS INDY AND THE USAC CHAMPIONSHIP WEARING A BELL HELMET

More professionals wear Bell Helmets than all other makes combined. Why should you settle for less?

BELL®
HELMETS

• Here is your Score Sheet of the 1971 Speedway Race. Follow the leader through every lap. Note the number of the leading car on the first lap and enter new number after lap when lead changes. You will have a complete story of the race. Driver leading race on each lap followed by Donor's name (based on Official USAC Score Sheet) receives $150 as Lap Prize unless otherwise specified.

LAP SCORE SHEET
500-Mile Race, May 29, 1971

LAP No.	Won By Car No.	DONORS	LAP No.	Won By Car No.	DONORS
1		George M. Stone & George E. Stone	51		Indianapolis Transit System, Inc.
2		C. H. Speed Beardsley	52		Indianapolis Water Company
3		Vonnegut Industrial Products, Inc.	53		Jobber's Warehouse Service Corp.
4		M. A. (Ace) Slagle	54		Labeco
5		Auto Specialists Inc.—Dick Passwater	55		MacAllister Machinery Co., Inc.
6		Airtex Products Inc.	56		Master Specialties Company
7		Rex Insurance Company	57		George M. Ober
8		Highway Oil Inc.	58		Merchants Natl. Bank & Trust Co. of Indpl
9		D-A Lubricant Co., Inc.	59		T. A. Moynahan Properties, Inc.
10		D-A Lubricant Co., Inc.	60		Ben W. Roush Agcy., Lincoln Natl. Life Ins.
11		Jim Martindale	61		Frank W. Huffman
12		Jim Martindale	62		Robert A. Blackburn, Automatic Saw Co.
13		Tousley-Bixler Construction Co., Inc.	63		Danners, Inc.
14		AAA Hoosier Motor Club	64		Danners, Inc.
15		AAA Hoosier Motor Club	65		Dawson's Broad Ripple Lumber
16		The Reasor Corporation	66		Drake Engineering & Sales
17		Jerry Alderman Ford Sales, Inc.	67		Drake Engineering & Sales
18		Philip & Joe Caito—Caito Foods Service	68		Halibrand Engineering, Inc.
19		Philip & Joe Caito—Caito Foods Service	69		Honest Charley, Inc.
20		Columbia Club	70		Indiana Equipment Co., Inc.
21		Farrell Argast Electric Company, Inc.	71		Indiana Equipment Co., Inc.
22		Mr. and Mrs. R. W. Askren	72		Indiana Motor Truck Association, Inc.
23		Florida Realty, Inc.	73		Clarence W. Long
24		Fortune's Auto Electronics, Inc.	74		Clarence W. Long
25		J. D. Gould Solenoid Valve Company	75		Marsh & McLennan, Inc.
26		Huber, Hunt & Nichols, Inc.	76		National Headquarters, The American Legio
27		Imperial Oil Co.	77		National Headquarters, The American Legio
28		Indiana Business Forms, Inc.	78		Navajo-Ellis Trucking Co.
29		Indianapolis Power & Light Company	79		Nicolai Enterprises, Inc.
30		Kennedy Tank & Mfg. Co., Inc.	80		Public Service Indiana
31		Melaun Industries, Inc.	81		Public Service Indiana
32		Merrill Lynch, Pierce, Fenner & Smith, Inc.	82		Robertson Auto Supply, Inc.
33		Mitchum-Schaefer, Inc.	83		Dr. Raymond N. Sabourin
34		Modern Equipment Company, Inc.	84		Alexander Typesetting, Inc.
35		Indianapolis Dodge Dealers	85		Cross Pen Company
36		Business Furniture Corp.	86		Cross Pen Company
37		Sears, Roebuck & Co.	87		Hancocks Standard Service
38		Sears, Roebuck & Co.	88		Heatbath Corporation
39		L. Strauss & Co., Inc.	89		Mallory Electric Corporation
40		Dynamic Films, Inc.	90		Mercantile Mortgage Company
41		F. C. Tucker Company	91		Mercantile Mortgage Company
42		Typoservice Corporation	92		Red Cab, Inc.
43		Weyerhaeuser Co.—Pure-Pak Div.	93		Red Cab, Inc.
44		Det. Diesel, Allison Div., GM (Indpls. Op.)	94		In Memory of Mr. Ernest A. Walen
45		Det. Diesel, Allison Div., GM (Indpls. Op.)	95		C. Johann & Sons, Inc.
46		American Fletcher National Bank & Trust Co.	96		Panhandle Eastern Pipe Line Company
47		The Benham Press	97		Bowes Seal Fast Corporation
48		Carl Dykema	98		Bowes Seal Fast Corporation
49		Indianapolis Transit System, Inc.	99		Bowes Seal Fast Corporation
50		Hap Hathaway's Central Tire, Inc.	100		Bowes Seal Fast Corporation

THE HONOR ROLL
1971 Lap Prize Donors

● The sincere thanks of the drivers who win these Lap Prizes go to these leading business concerns in Indianapolis and throughout the automobile industry who have so generously donated the awards on this Honor Roll of 1971. All of the drivers, the Speedway management and officials, and members of the Indianapolis Citizens' Speedway Committee add their deep appreciation.

LAP No.	Won By Car No.	DONORS
101		Klincher Locknut Corporation
102		L. C. Products
103		Panke Machinery Corporation
104		Proto Tool Company
105		Proto Tool Company
106		Proto Tool Company
107		Dr. & Mrs. J. P. Worley
108		Y & W Management Corp.
109		Indiana Motor Parts, Inc.
110		Gould Inc., Clevite Bearing Division
111		Gould Inc., Clevite Bearing Division
112		Central States Bridge & Structural Company
113		U. S. Corrugated-Fibre Box Co.
114		Mechanics Laundry & Supply, Inc.
115		Charlie Stuart Olds, Inc.
116		Koch News Company
117		Howard Johnson's Downtown Motor Lodge
118		Getty Oil Co.
119		Standard Oil Division American Oil Company
120		L. S. Ayres & Company
121		Wickliff Cleaners, Inc.
122		Parker GMC Truck Sales, Inc.
123		Hoosier Aircraft Accessory, Inc.
124		Tru-Test Batteries
125		Indiana Bell Telephone Company, Inc.
126		Stewart-Carey Inc.—(Glass-Paint-Mirrors)
127		Denison Associates, Inc.
128		The Indiana National Bank
129		The Indiana National Bank
130		Insley Manufacturing Corp.
131		James H. Kimberly
132		Union Federal Savings & Loan Association
133		Union Federal Savings & Loan Association
134		W. D. Kibler Trucking Co.
135		The Kroger Co.
136		Robert M. Murphy & Harold E. Powell
137		The Giles Agency
138		Superior Distributing Co., Inc.
139		Cardinal Industrial Contractors, Inc.
140		G. H. Herrmann Funeral Homes
141		Denison Parking, Inc.
142		Automotive Armature Co., Inc.
143		Jack W. Griffin
144		Jenn-Air Corporation
145		Quaker State Oil Refining Corporation
146		Quaker State Oil Refining Corporation
147		Kerr-Graham Associates, Inc.
148		Ethyl Corporation
149		Henry E. Todd
150		Asphalt Surfacing Co.
151		Carter-Lee Lumber Company
152		Davis Homes, Inc.
153		Hawthorn Room
154		D. R. McFarland, Inc.
155		Mike's Motor Company
156		Summit Laboratories, Inc.
157		Wright/Bachman Lumber Company
158		National Fuel Oils
159		P. R. Mallory & Co., Inc.
160		The Sanborn Electric Co.
161		Olsonite Division—Swedish Crucible Steel Co.
162		Olsonite Division—Swedish Crucible Steel Co.
163		Olsonite Division—Swedish Crucible Steel Co.
164		Olsonite Division—Swedish Crucible Steel Co.
165		L. H. S. Investment Company
166		The Sherwin-Williams Co.—Auto. Sales Div.
167		The Wm. H. Block Co.
168		Chevrolet Motor Division
169		Chevrolet Motor Division
170		Chevrolet Motor Division
171		Chevrolet Motor Division
172		Siebert Datsun Div. of Siebert Oldsmobile
173		Burgess Truck Sales, Inc.
174		Daily Motor Co.—Martinsville, Ind.
175		Henselmeier's Western Wear
176		Owens Corning Fiberglas
177		Response Equipment Corporation
178		The Shelby National Bank
179		The Soundstage
180		Delaware & South Towing Service
181		Associated Truck Lines, Inc.
182		Atlantic Richfield Co.
183		L. C. Cassidy & Son, Inc.
184		Indianapolis Hilton Hotel
185		Thrifty Rent A Car
186		Lippman Associates—Oxford Develop. Corp.
187		American United Life Ins. Co.—J. D. Semler
188		American United Life Ins. Co.—G. J. Meyers
189		Burger Chef Systems, Inc.
190		Dana Corporation—Perfect Circle Products
191		Blair Window Products, Inc.
192		Beveridge Paper Div. of Scott Paper Co.
193		Richard L., Ricky, & Rowdy Turner
194		Anthony Giordano & William Herbert
195		Bowen Oldsmobile, Inc.—Terre Haute, Ind.
196		"The Statesman Group"
197		Multiple Chamber Incinerators of Ind., Inc.
198		Multiple Chamber Incinerators of Ind., Inc.
199		Walker Research, Inc.
200		"500" North Turn T & T Society

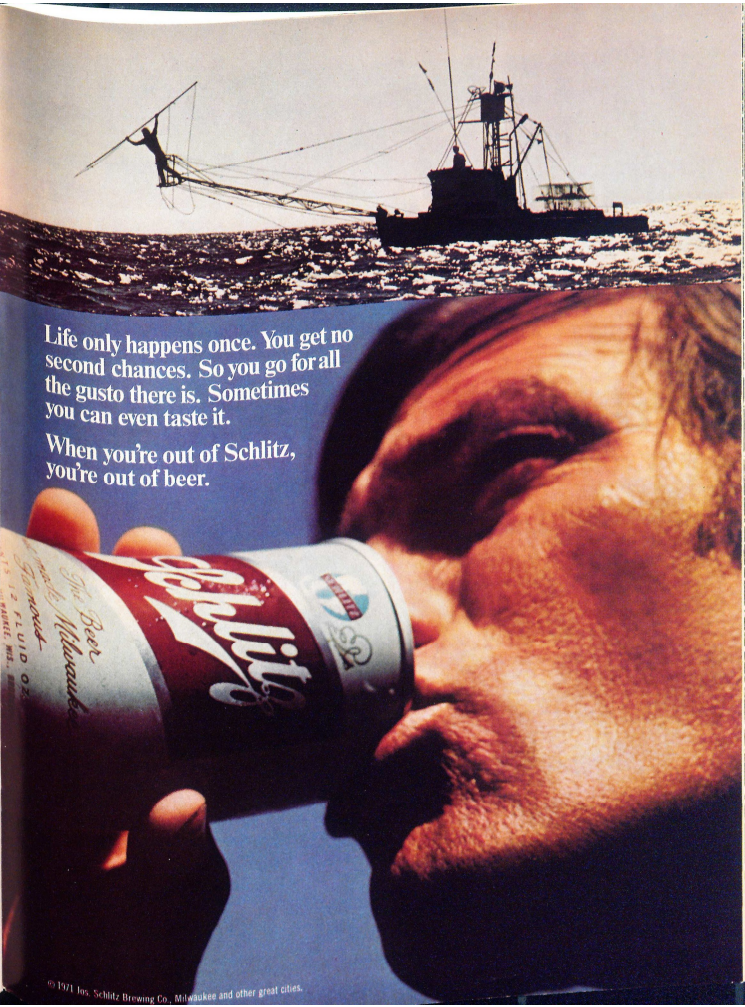
Drivers Meeting

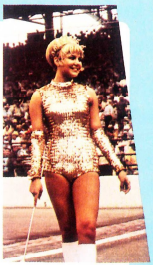
1—One of the special awards during the 1970 drivers meeting, moved to the shelter of the Paddock Grandstand because of rain, was one commemorating Speedway President Tony Hulman's 25 years at the helm. It was presented by Joseph L. Quinn, Jr., on behalf of the entire Speedway Safety Patrol.

2—Mario Andretti received two belated awards, from the Hook Drug Company of Indianapolis and the Borg Warner Corporation of Chicago, in recognition of his record-breaking 1969 victory.

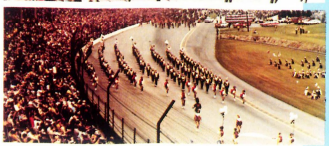
3—Despite the inclement weather, race fans crowded around the drivers to observe the proceedings and obtain autographs.

4—The drivers listened to final instructions while seated according to starting positions with A. J. Foyt, Johnny Rutherford and Al Unser in front.


Life only happens once. You get no second chances. So you go for all the gusto there is. Sometimes you can even taste it.
When you're out of Schlitz, you're out of beer.
Schlitz
The Beer
Milwaukee
© 1971 Jos. Schlitz Brewing Co., Milwaukee and other great cities.



Parade of Bands



Marching bands from all parts of the United States, headed by Purdue University's internationally famous unit under the direction of Al G. Wright, participate in the pre-race festivities before relinquishing the track to the race cars and drivers.

After assembling at various assigned points along the inner edge of the racing strip, each group joins the steadily expanding procession until the entire two-and-a-half-mile course appears to be filled by the handsomely uniformed musicians.

Featured members of the talented Purdue organization, adding a special touch of beauty and glamour to the occasions, are "Golden Girl" Selita Sue Smith of Sharpsville, Ind., and the "Silver Twins," Janet Carlson (left) and Joyce Carlson (right) of Constantine, Mich.

The Indy "500" certainly lives up to its name as "the greatest spectacle in racing," and it's one of Indiana's greatest events . . . but it's not the only one. Just about every town in Indiana has its own special event each year . . . everything from Swiss wine festivals to canoe races. In fact, Indiana has about 500 events, spectacles, and festivals that take place all over the state every week of the year. And each of them is as unique, exciting, and enjoyable as the "granddaddy of them all." So after you enjoy this "500" Festival, find out how to enjoy our other 500. Write for the free guides listed below.

Write to: Lt. Gov. Richard E. Folz, Tourist Division (RP),
Indiana Department of Commerce, Room 117 State House, Indianapolis, Ind. 46204
for • *Outdoor Activities Guide* • *Historic Places*
• *Festivals and Special Events* • *Area Guides*

Indiana
the
center
of things

Gentlemen, Start your engines!

The Honorable Edgar D. Whitcomb, governor of the state of Indiana, and Astronaut Pete Conrad receive a quick briefing from Speedway President, Tony Hulman before joining him in the official pace car as the pre-race pageantry nears its climax.

The 33 race cars forming the starting lineup then roar into life in response to Tony's electrifying command "Gentlemen, Start Your Engines," which is heard simultaneously throughout the world over the facilities of the Indianapolis Motor Speedway's live radio network and the Armed Forces' extensive short-wave system.

All participants maneuver into their assigned positions at moderate speed on the parade lap and accelerate steadily to approximately 120 miles an hour on the pace lap for the "flying start."

One of the hardest ways to tell them apart is to drive them.

The car in the foreground is a new Camaro. In back, a new Corvette.

They're easy to tell apart by looking at them. It's just a matter of personal taste which one you like better.

They're easy to tell apart on price, too. Camaro is much less.

But one of the hardest ways to tell them apart is to get behind the wheel and take a little ride. They're amazingly alike in handling.

Both have standard disc brakes. Camaro in front, Corvette all around. They both have a road-hugging suspension.

Car and Driver magazine readers have named Corvette "Best All-Around Car" for the fourth straight year.

On the other hand, *Road & Track* calls Camaro "the best American car we've ever driven."

With the experts at odds over Camaro and Corvette, we consider ourselves lucky.

We make them both.

Chevrolet

You've changed. We've changed.

GM
MARK OF EXCELLENCE

The Start

After crossing the starting line in near-perfect formation, while the pace car brakes to a stop on the pit apron, the 33 drivers charge toward the No. 1 (southwest) turn.

Roaring ahead at full throttle, Johnny Rutherford provides an unexpected bit of excitement for the huge crowd of spectators by nosing in front of Pole Position Winner Al Unser with A. J. Foyt and Mark Donohue occupying the next two positions in the early battle for cash prizes totalling more than $1,000,000.

Crouched behind the inside retaining wall are the pit crew members—one for each entrant—who will use hand-held blackboards throughout the race to relay pertinent information and instructions to their respective drivers.

THE INDY OF THE EAST

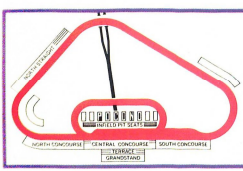
Our sincere thanks to Tony Hulman and the staff of the Indianapolis Motor Speedway for helping to make it all possible.

Schaefer AT POCONO

At long last, the East has an "Indy 500" of its own: "The Schaefer 500 at Pocono." On July 3, the world's greatest drivers will move out on the new 2.5-mile championship tri-oval of the challenging Pocono International Raceway in pursuit of "The Schaefer 500" Championship.

The brewers of Schaefer beer are proud to present this history-making event. Make plans now to see it. To assure yourself of prime seat location, order now with this coupon. Or call your nearest Ticketron outlet. And be on hand for the "Indy" of the East—"The Schaefer 500 at Pocono."

Schaefer BEER



POCONO INTERNATIONAL RACEWAY
P.O. BOX 500, Mt. Pocono, Pa. 18344
Tel. 717-646-2300

Price Per Seat Includes Gen. Adm. & Amusement Tax

TYPE OF TICKETS:		QUANTITY 1st Choice	QUANTITY 2nd Choice
TERRACE GRANDSTAND	$30.00		
CENTRAL CONCOURSE	25.00		
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INFIELD GENERAL ADMISSION WILL GO ON SALE RACE DAY AT 5 A.M. FOR $6.00.

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Make payable to: POCONO INTERNATIONAL RACEWAY. All orders must be accompanied by check or money order. Be sure to make two choices of seats. Tickets will be mailed after February 1, 1971.

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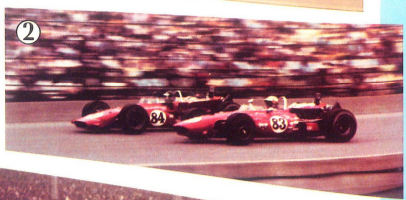
TICKETRON

Marlboro CHAMPIONSHIP TRAIL

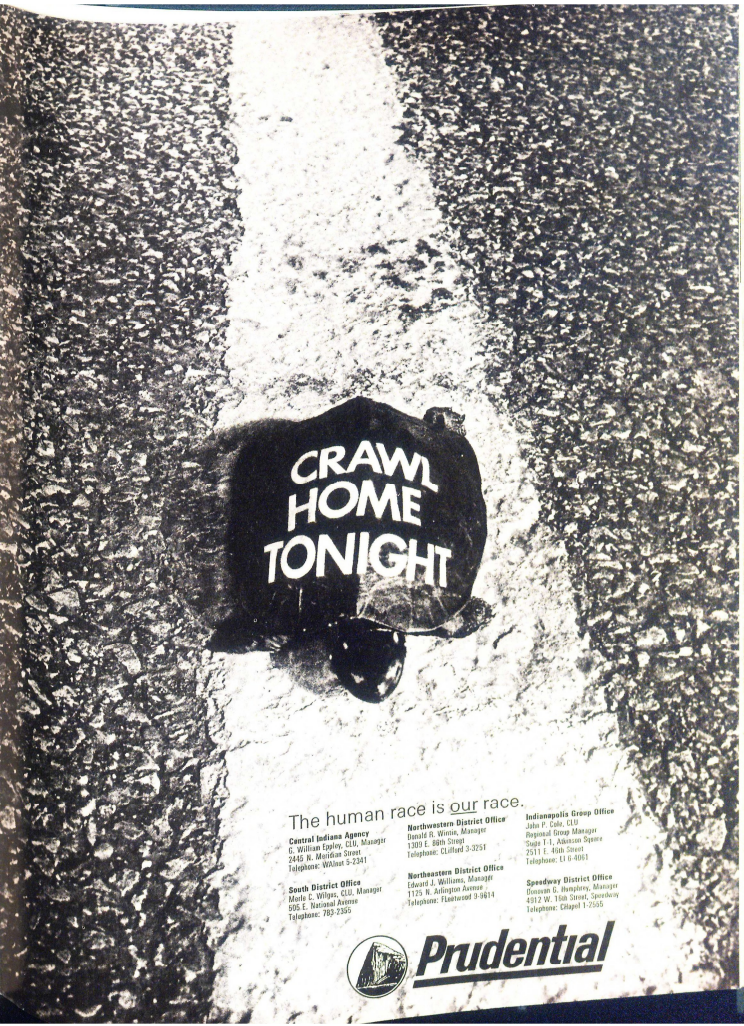
Race Action



1—Al Unser in the Johnny Lightning Special No. 2, who finished the race more than three laps ahead of all rivals except Mark Donohue, overtakes Jim McElreath for the second time in front of the double-decked grandstands on the Speedway's main straightaway.

2—Although trailing the leader by a full lap early in the race, two teammates on the Greer Specials battle each other for 17th place as they approach the southwest turn. They are Donnie Allison, who earned "Rookie of the Year" honors by finishing fourth in car No. 83, and George Snider.

3—Bobby Unser in the Wagner Lockheed Brake Fluid Special No. 3 leads this group of contenders through the southwest turn with Mario Andretti in the STP Special No. 1 close on his heels.



The human race is our race.

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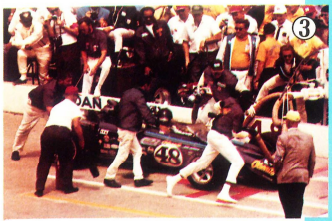
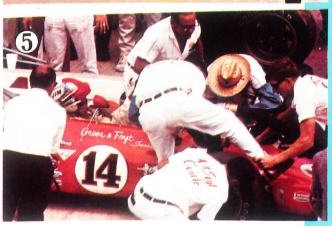
Prudential

Pit Action





1—Mark Donohue's crew checks his tires and refuels the car on the first of his three fast pit stops in only 21 seconds.

2—With his original car already out of the race because of a ruptured crank case, Roger McCluskey leaps over the pit wall to take the wheel of the Sprite Special as a relief driver for Mel Kenyon with 91 laps to go.

3—Dan Gurney gets 16-second service while refueling on one of his five pit stops.

4—Quick stops requring only 19, 21 and 22 seconds contribute to Al Unser's victory.

5—A member of Jim McElreath's team grasps the right ankle of a fellow crewman to steady him in an off-balance position so that the car's right front tire can be checked simultaneously.

HIGH PERFORMANCE TIRES

Each POS-A-TRACTION Tire is the ultimate in design, materials and engineering . . . a delicate balance between traction and long life, beauty and durability, roadability and ride. The resulting tire . . . street, racing or off-road, is distinctively POS-A-TRACTION. These are ALL NEW TIRES, not retreads or recaps.

THE LOWEST, WIDEST POS-A-TRACTION TIRE EVER!

TORQUE-SIXTY

The newest tire in the famous POS-A-TRACTION high performance line is the TORQUE-SIXTY, the "IN" super-wide tire. This new 60 series tire, the lower, wider cousin to our popular Torque-Master 70 series tire, features 4 ply nylon tubeless construction, super-wide Indy styling, clean side walls with raised white or black lettering, inverted tread radius and exclusive POS-A-TRACTION interlocking tread pattern. Now available in the following sizes: G60-14, H60-14, J60-14, L60-14, E60-15, F60-15, G60-15, J60-15, and L60-15.

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'MAG-TYPE' WHEELS

. . . for HONDA/MINI COOPER, SMALL IMPORTS and CAMPERS/PICK-UPS

After extensive engineering, development and testing, these new one-piece aluminum "mag-type" wheels proved to be worthy of the POS-A-TRACTION name. Cast from special aluminum alloy and precision machined to a chrome-like finish. SEMA approved. Rigid controls and step-by-step inspections insure a wheel of the highest quality. Complete with lugs.

16.5" MAXI WHEEL FOR PICKUPS & CAMPERS. For Duplex and Super singles tires in 8½" & 9½" widths, 8 lug for ½ ton Ford, Chevy & Dodge pickups, 5 lug for Ford & Dodge ½ ton, and 6 lug for Chevy ½ ton.

MINI WHEEL — 4 lug pattern. Complete with caps.

10" x 5" for HONDA & MINI COOPER.
12" x 5" for DATSUN, TOYOTA & more.

STAGGER-BLOCK

UNSURPASSED FOR OFF-ROAD AND DUNE BUGGIES.

These "grabbers" offer superior traction on loose sand and dirt, yet are tough enough for even the most tire punishing conditions. Available with raised black or white lettering in 4 & 8 ply rated tubeless and tube-type. Sizes now available are G70-15 & L70-15.

TORQUE-MASTER

IDEAL FOR DUNE BUGGIES, STREET & SHOW CARS.

These popular high-performance, low profile, wide oval nylon tubeless tires offer excellent traction . . . top braking characteristics and beauty. Approved for SCCA competition. Available with raised black or white lettering in all popular sizes from VW to Cadillac.

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SUPER-WIDE RACING TIRES FOR RACING AND HI-SPEED.

Features special long-life compound molded into a "gripper" tread design for sure footed performance. Tread patterns for wet, dry and all weather conditions. Approved for SCCA competition. Available in popular 10", 12", 13", 14" & 15" rim sizes and in widths up to 12".

Available at better Speed Shops and Tire Dealers everywhere. • **Our latest catalog & decals plus 88" of Pos-A-Traction Racing Stripes . . . . . $2.00.**

POS-A-TRACTION TIRES, INC.

(Division of INGLEWOOD TIRE COMPANY, INC.)

1105 East Redondo Boulevard / Dept. INDY/ Inglewood, California 90302

DEALER INQUIRIES INVITED

The Infield Crowd

Thousands of fans purchased general admission tickets and poured through the tunnels into the infield as soon as the gates to the Speedway grounds were thrown open at 5 o'clock on the morning of the race. Many relaxed on the grass, after being awake all night, to await the roar of engines.

Others enjoyed beer and soft drinks, prepared breakfast, played cards and discussed the winning chances of their favorite drivers to pass the time prior to the start of the traditional 90-minute program of pre-race pageantry involving marching bands and celebrities.

As the cars and drivers moved to their starting positions, the infield spectators crowded against the fence (as shown here on the No. 1 turn) with photographers and USAC officials in the foreground.

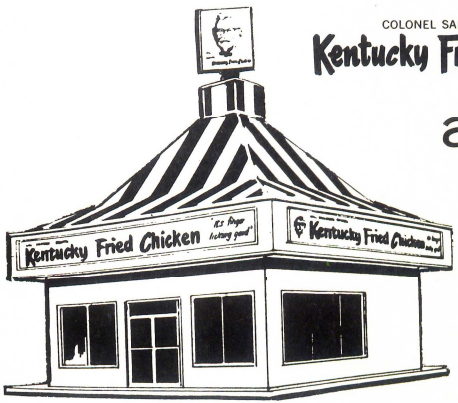
after the race...

stop by

COLONEL SANDERS' RECIPE

Kentucky Fried Chicken®

and



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Victory Lane

After guiding his car on to the black-and-white checkered carpet provided for the winner in Victory Lane, Al Unser drinks from a bottle of milk before being interviewed over the Speedway's public address system by press and radio representatives.

The traditional wreath of victory already has been placed around his neck, the handsome Borg-Warner trophy can be seen behind him and Crew Chief George Bignotti (wearing sun glasses) is shown at the right.

Unser, who missed the 1969 Indianapolis race because of injuries suffered in a motorcycle accident, led the field for all but ten of the 200 laps—relinquishing first place only while refueling. He completed the 500 miles in 3 hours, 12 minutes and 37.04 seconds at an average speed of 155.749 mph.

Last year at Indianapolis—

VALVOLINE: in 29 out of the 33 starting cars.

VALVOLINE: going all the way with the winner. From time trials through the final lap.

VALVOLINE: running in 29 out of 33 cars at speeds of over 200 miles per hour.

VALVOLINE: protecting 29 out of 33 engines turning up to 9400 rpm's.

VALVOLINE: performing in 29 out of 33 cars at oil temperatures three times greater than in passenger cars.

If 29 out of 33 cars at Indianapolis drove on Valvoline, shouldn't your car? Valvoline Motor Oil. Another fine product of Ashland Oil, Inc.

Best thing going for any car.

VALVOLINE OIL COMPANY, Ashland, Ky. Ashland, Division of Ashland Oil, Inc.

Victory Dinner

1—Al Unser, flanked by members of his family and his car owners, tells the Victory Dinner audience how he won the event to earn $271,697 of prize money totalling more than $1,000,000.

2—Sid Collins presents $1,000 and the Knights of Columbus "Extra Mile" trophy to Lloyd Ruby.

3—Tony Hulman receives a plaque from Bob Wilkie for his 25th year at the Speedway's helm.

4—Mario Andretti welcomes Al Unser to the Bardach Ringmasters Club of "500" winners.

5—Donnie Allison, fourth-place finisher, accepts the Stark-Wetzel "Rookie of the Year" trophy and a check for $1,000.

6—George Bignotti, crew chief for Unser, is introduced by Referee Don Cummins as winner of the D-A mechanical achievement trophy and $3,000.

The 1971 "Sprite and Six" Award.

You don't just win it. You earn it. Because it goes to the driver who gains the pole position in the Indianapolis 500. Al Unser earned it last year, driving a Johnny Lightning 500 Special at a top qualifying speed of 170.221 mph. He received a handsome trophy and a check for $6,000. Now look out on the track at the inside car in the first row. The man behind the wheel owns this year's "Sprite and Six" Award. And he earned it.

Where there's action, look for Sprite.

"Sprite" is a registered trade-mark of The Coca-Cola Company.

2
WARNER
INDIANAPOLIS 500

Every car on the track today will pass the Borg-Warner Trophy.

But only one will reach it.

In 1936, the Borg-Warner Trophy became the official winner's trophy for the Indianapolis 500. It's made of sterling silver and stands 4 feet high and weighs 80 pounds. It is valued at $52,000.

There are 70 spaces on the trophy, where a likeness of each year's winner is inscribed. So far, 54 spaces have been used to record the accomplishments of 45 drivers. More than one face appears for the seven drivers who have won the race more than once. Two faces appear for 1924 and 1941 when two-man teams won the "500." A silver replica of the trophy was awarded to last year's winner, Al Unser, at the Driver's Meeting held the day before this year's race.

On race day, the Borg-Warner Trophy is presented in Victory Lane in what has become one of the most photographed ceremonies of all sport. If you'd like a closer look than you may get on race day, you'll find the trophy on display year-round at the Speedway Museum. Drop by to take a look at the symbol of auto racing supremacy — the Borg-Warner Trophy for victory at Indianapolis.

BORG WARNER

The Great Engineers

We win. You win.

When Firestone racing tires win more races in Championship (Indy car), Trans Am, Formula I & II than all the others in 1970 put together and then walk off with Pro Stock, Stock and Super Stock Classes at the Indy NHRA nationals, it means you win, too.

You win because Firestone engineers don't leave their race-winning know-how in the pits at Ontario or Indy. They apply everything they learn about rubber compounds, cord angles and tread patterns in developing better performing tires for your car.

Our new wide Firestone "500" high-performance passenger tire is nearly an inch wider than before and has a full, 7-rib design that grips the road firmly—plus a strong four-ply nylon cord body.

So ride with the Firestone "500" tire—The great new tire that goes as well as it looks.

Al Unser, winner of 1970 Indy "500" Race, 1970 USAC Points Champion—All on Firestone racing tires, of course. With Al is his wife, Wanda.

Firestone

The Mileage Specialist "500"

STARTING POSITIONS
for the 1971 Speedway Race

As determined by the Four-Lap Qualification Trials—giving numbers of all cars, drivers, car names and qualification speeds.

This event is covered by USAC sanction No. 71-CH-1 with an official ACCUS-FIA Grand Epreuve Listing C-3-71.

START ROW	CAR NO.	DRIVER	CAR NAME	QUALIFYING SPEED
1	86	Peter Revson, New York, N.Y.	TCO-McLaren	178.696
	66	Mark Donohue, Media, Pa.	TCO-Sunoco Special McLaren	177.087
	2	X-Bobby Unser, Albuquerque, N. Mex.	TCO-Olsonite Eagle	175.816
2	85	Denis Hulme, TePuke, N.Z.	TCO-McLaren	174.910
	1	X-Al Unser, Albuquerque, N. Mex.	TCF-Johnny Lightning Special	174.622
	9	X-A. J. Foyt, Jr., Houston, Texas	TCF-I.T.T. Thompson Special	174.317
3	12	Lloyd Ruby, Wichita Falls, Texas	TCF-Gene White Firestone	173.821
	15	Joe Leonard, San Jose, Calif.	TCF-Samsonite Special	172.761
	5	X-Mario Andretti, Nazareth, Pa.	TCF-STP Oil Treatment Special	172.612
4	42	Jim Malloy, Denver, Colo.	TCO-Olsonite Eagle	171.838
	32	Bill Vukovich, Fresno, Calif.	TCO-Sugaripe Prune Special	171.674
	7	Gordon Johncock, Mt. Pleasant, Mich.	TCO-Vollstedt Special	171.388
5	16	Gary Bettenhausen, Tinley Park, Ill.	TCO-Thermo King Special	171.233
	21	Cale Yarborough, Timmonsville, S.C.	TCF-Gene White Firestone	170.770
	95	O-Bentley Warren, W. Gloucester, Mass.	TCO-Classic Wax Special	169.627
6	68	O-David Hobbs, Upper Boddington, Eng.	TCO-Penske Hi. P.P. Special	169.571
	58	Bud Tingelstad, Speedway, Ind.	TCO-Sugaripe Prune Special	170.156
	38	Rick Muther, Laguna Beach, Calif.	TCO-Arkansas Aviation Special	169.972
7	4	Mike Mosley, Brownsburg, Ind.	TCF-G. C. Murphy Special	169.579
	84	Donnie Allison, Hueytown, Ala.	TCF-Purolator Special	171.903
	80	George Snider, Bakersfield, Calif.	TCO-G. C. Murphy Special	171.600
8	6	Roger McCluskey, Tucson, Ariz.	TCF-Sprite Special	171.241
	22	Wally Dallenbach, East Brunswick, N.J.	TCO-Sprite Special	171.160
	18	Johnny Rutherford, Fort Worth, Texas	TCO-Patrick Petroleum Special	171.151
9	98	Sammy Sessions, Nashville, Mich.	TCF-Wynn's Kwik-Kool Special	170.358
	45	Larry Dickson, Marietta, Ohio	TCO-Grant King Racers	170.285
	20	O-Steve Krisiloff, Parsippany, N.J.	TCF-STP Gasoline Treatment Special	169.835
10	43	O-Denny Zimmerman, Glastonbury, Conn.	TCO-Fiore Racing Enterprises Spl.	169.755
	41	George Follmer, Arcadia, Calif.	TCO-Grant King Racers	169.205
	23	Mel Kenyon, Lebanon, Ind.	TCF-Sprite Special	170.205
11	64	Art Pollard, Medford, Oregon	TCF-Gilmore Racing Team	169.500
	99	Bob Harkey, Indianapolis, Ind.	TCO-Joe Hunt Magneto Special	169.197
	44	*-Dick Simon, Salt Lake City, Utah	TCF-TraveLodge Sleeper	170.164

*Car #44 qualified officially by John Mahler of Bettendorf, Iowa, was moved from its original #27 starting position to the #33 starting position after Chief Steward Harlan Fengler approved a request from car owner Dick Simon that Simon be permitted to replace Mahler as driver.

X-Former Winner — O-In 500 For First Time — TCO-Turbocharged Offy — TCF-Turbocharged Ford

OVER-ALL QUALIFICATION AVERAGE OF ENTIRE FIELD 171.665
THIS COMPARES WITH LAST YEAR'S AVERAGE SPEED OF 167.139

Marlboro

FIRST ROW

PETER REVSON, 32-year-old New York City native best known in the sports car racing ranks, made his third trip to the Indy 500 more than a charm. Miracle best describes his record-breaking four-lap average speed of 178.696 miles an hour in his Team McLaren turbocharged Offenhauser. That's 7.137 miles an hour faster than Joe Leonard's 1968 mark of 171.559 set in the ill-fated turbine. Revson's feat stunned most everyone who had conceded the pole to Mark Donohue. But surprises by Revson aren't unique. As an Indy rookie in 1969, he finished fifth.

MARK DONOHUE, the only man ever to drive the Indianapolis Motor Speedway in excess of 180 miles an hour, had the pole position locked up. Or so everyone thought. First on the track May 1 in his Sunoco McLaren turbo Offy, the 34-year-old Brown University mechanical engineering graduate never stopped being first. He was pushing the 180 mark almost from the beginning, finally being caught by the electric eye at 180.977 in practice May 13. But the sports car veteran was a tick off his pace on pole day, settling for a 177.087 record that Revson quickly erased.

BOBBY UNSER, the 1968 Indy 500 and national driving champion, saved a spot on the front row for himself and saved the Speedway's "old pros" from being shut out by the new generation. Bobby, the elder Unser at 37, put his Olsonite Eagle turbo Offy in the outside spot at 175.816 miles an hour, earning a starting berth for the ninth straight year. Bobby's greatest racing year was 1968 when he led the 500 for 127 laps on the way to his only victory here. It was his springboard to the national driving title which he won by 11 points over Mario Andretti.

SECOND ROW

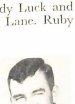
DENIS HULME, who built his reputation on the Grand Prix racing circuit of Europe, drove a Team McLaren turbo Offy 174.910 miles an hour over the four-lap qualifying circuit to earn the inside spot on the second row. Hulme finished fourth in his first two 500s (1967-68) and was running second after 145 laps in 1969 when clutch failure kept him in the pits and had to settle for 18th place. The former world driving champ missed the 1970 race as the result of burns suffered on his hands when his car caught fire during practice.

AL UNSER, who won nearly everything in sight during a spectacular 1970 season, will be aiming for his second straight 500-Mile Race victory from the middle of the second row. Pole winner a year ago, he qualified this year at 174.622 in his Johnny Lightning Colt turbo Ford, more than four miles an hour faster than in 1970. The younger Unser brother celebrates his 32nd birthday on race day and he'd settle for a repeat of a year ago when he led for 190 laps before taking the checkered flag. Al won 10 championship races in 1970 (tying A. J. Foyt's record).

A. J. FOYT, JR. has won just about everything American auto racing has to offer—except the one thing he wants most. That's a fourth trip to Victory Lane at the Speedway. No one else has made it and A. J. is the only one close. He'll start the 1971 race outside in the second row, having qualified the I.T.T. Thompson Coyote turbo Ford at 174.317. Foyt's racing credentials are so impressive as to appear fictional, but they aren't. Indy 500 triumphs in 1961, '64 and '67 are the big ones but he's also the only five-time national champion with 42 career victories.

THIRD ROW

LLOYD RUBY, preparing for his 12th straight 500, finally got a seat up front after two straight reservations in the back of the pack. He placed his Gene White Mongoose turbo Ford on the inside of the third row at a speed of 173.821, his best starting slot since 1968 when he opened and closed in fifth position. The 43-year-old Texan is recognized as one of USAC's finest but Lady Luck and Lloyd haven't been introduced. He's been on the trail but never quite made Victory Lane. Ruby ranks sixth in national championship career points and has won seven races.



JOE LEONARD, whose pole position record withstood two years of assaults, was one of 11 drivers who exceeded it on the first day of qualifying this year. He earned the eighth starting berth with a 172.761 average in his Samsonite Colt turbo Ford and made the 500 field for the seventh straight year. The 36-year-old Californian is an ex-motorcycle national champ who has been a perennial challenger in the four-wheelers but an infrequent winner. In his 1968 pole-winning STP turbine, Leonard was leading at 191 laps when a broken fuel pump shaft eliminated him.

MARIO ANDRETTI, a name synonymous with success, will start his seventh straight 500 outside on the third row. He qualified his STP McNamara turbo Ford at an average speed of 172.612. The Italian-born Andretti probably has accomplished in seven USAC seasons more than any other driver during the same period of time and he's still a youthful 31. His portfolio lists three national driving titles. He's won 31 championship races and is second only to Foyt in career points. Twice a pole winner, Mario's ride into Victory Lane in 1969 ranks as his finest moment.

A Brief History of the Indianapolis Motor Speedway

The world's greatest race course built on the northwest fringe of Indianapolis in 1909 as a proving ground for automobiles, has been an important factor in the development of the present day motor car as well as the scene of 54 International 500-mile speed classics.

Many refinements embodied in our modern cars can be traced directly to high-speed tests on the two-and-a-half-mile course at this great outdoor laboratory and new ideas are being tried in actual competition with each succeeding year. The emphasis now is on turbocharged engines, special fuels, new metals, better tires, revolutionary body design and improved methods of spring suspension. These modern experiments may lack the sensational appeal of four-wheel brakes, supercharged engines, hydraulic shock absorbers and other innovations of former years, but the original precepts of the Speedway's four founders still are being observed.

Carl G. Fisher, James A. Allison, Arthur C Newby, and Frank H. Wheeler pooled their ideas and resources to build the Speedway more than a half century ago. Captain E. V. Rickenbacker and his associates purchased the plant in 1927 and it changed hands again in the fall of 1945 with Anton Hulman, Jr., of Terre Haute, Ind., obtaining control. At that time Wilbur Shaw was named president and general manager, serving in that capacity until his death in a 1954 plane crash. All Speedway activities now are supervised by Mr. Hulman personally.

The Speedway was opened as a dirt track on August 19, 1909, for three days of racing. Accidents in the initial events, however, convinced the management that a paved surface was necessary for the safety of the drivers and work was started immediately. Three million, two hundred thousand pavement bricks were required for the project and the job was completed in time for another series of sprint races starting on December 18 of the same year.

Sub-zero weather forced cancellation of the event, but races were held during May, July and September of 1910 before the running of the first 500-mile classic on May 30 of the following year. Except when our nation has been at war, the 500-mile test has been an annual feature ever since that time. Part of the track was resurfaced with asphalt in 1935 and all of the track is asphalt now except for a 36-inch strip of original brick at the starting line.

Many additional improvements have been made since Mr. Hulman assumed control. Eight of the nine wooden grandstands have been replaced with structures of steel and concrete. The museum-office building at the main entrance to the grounds was completed in 1956. The Control Tower, Tower Terrace and Pit Area were built in 1957 along with a new tunnel under the backstretch. The scoreboard tower, showing positions of the cars during the race plus an accurate lap count, was erected in 1959. Other recent improvements include new grandstands on the outer rim of the No. 1, No. 2 and No. 4 turns and a new tunnel under the north end of the race course.

As for the track itself, it varies in width from 50 feet in the straight stretches to 60 feet on the turns. Each of the four turns is a quarter-mile long, the front and back stretches measure ⅝ of a mile and the straightaways at the north and south ends are each ¼ of a mile long. The corners are banked at 9 degrees and 12 minutes.

The Speedway property (539 acres) includes an 18-hole golf course outside the track; a nine-hole course inside the track; a beautiful clubhouse, and a 96-unit motel. Reserved seats are available for more than 225,000 spectators and an additional 100,000 can be accommodated in the infield, where there also is parking space for 25,000 automobiles.

The first 500-mile race in 1911 was won by Ray Harroun at an average speed of 74.59 miles an hour. The race record of 156.867 miles an hour for the full 500 miles was set in 1969 by Mario Andretti.

CURRENT 1971 MARLBORO-USAC NATIONAL CHAMPIONSHIP POINT STANDING

Pos.	Driver	Points	Pos.	Driver	Points	Pos.	Driver	Points
1	Al Unser	900	10	Lee Roy Yarbrough	280	19	Mario Andretti	60
2	Mike Mosley	655	11	Dick Simon	255	20	Ludwig Heimrath	60
3	Lloyd Ruby	630	12	Gordon Johncock	180	21	Bentley Warren	45
4	Swede Savage	540	13	Art Pollard	160	22	Steve Krisiloff	40
5	Joe Leonard	510	14	Gary Bettenhausen	120	23	Jim Malloy	30
6	Bobby Unser	480	15	Mark Donohue	120	24	Salt Walther	30
7	Wally Dallenbach	410	16	Bruce Walkup	100	25	Jerry Karl	20
8	Cale Yarborough	350	17	Johnny Rutherford	90	26	Dee Jones	15
9	Roger McCluskey	330	18	Al Loquasto	80			

Championship points will be awarded to all of the first twelve finishers in today's race, ranging from 1,000 for the winner to 50 for 12th position.

OFFICIAL TIMING CHART

Lap Time Min.-Sec.	Miles Per Hour
:59	152.54
:58.9	152.80
:58.8	153.06
:58.7	153.32
:58.6	153.58
:58.5	153.85
:58.4	154.11
:58.3	154.37
:58.2	154.64
:58.1	154.90
:58	155.17
:57.9	155.44
:57.8	155.71
:57.7	155.98
:57.6	156.25
:57.5	156.52
:57.4	156.79
:57.3	157.07
:57.2	157.34
:57.1	157.62
:57	157.89
:56.9	158.17
:56.8	158.45
:56.7	158.73
:56.6	159.01
:56.5	159.29
:56.4	159.57
:56.3	159.85
:56.2	160.01
:56.1	160.43
:56	160.71
:55.9	161.00
:55.8	161.29
:55.7	161.58
:55.6	161.88
:55.5	162.16
:55.4	162.45
:55.3	162.75
:55.2	163.04
:55.1	163.34
:55	163.63
:54.9	163.93
:54.8	164.23
:54.7	164.53
:54.6	164.84
:54.5	165.14
:54.4	165.44
:54.3	165.74
:54.2	166.05
:54.1	166.36
:54	166.67
:53.9	166.97
:53.8	167.28
:53.7	167.59
:53.6	167.91
:53.5	168.22
:53.4	168.53
:53.3	168.85
:53.2	169.17
:53.1	169.49
:53	169.81
:52.9	170.13
:52.8	170.45
:52.7	170.77
:52.6	171.10
:52.5	171.42
:52.4	171.75
:52.3	172.08
:52.2	172.41
:52.1	172.74
:52	173.07
:51.9	173.41
:51.8	173.75
:51.7	174.08
:51.6	174.42
:51.5	174.76
:51.4	175.10
:51.3	175.44
:51.2	175.78
:51.1	176.13
:51	176.48
:50.9	176.82
:50.8	177.16
:50.7	177.51
:50.6	177.86
:50.5	178.22
:50.4	178.57
:50.3	178.93
:50.2	179.28
:50.1	179.64
:50	180.00